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The China Mail

ESTABLISHED 1845

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/8 3/16.

No. 27,360 HONG KONG, THURSDAY, DECEMBER 12, 1929. PRICE \$3.00 Per Month.

THE SITUATION IN CHINA

FOREIGN SECRETARY AND SAFETY OF BRITISH WOMEN

WARSHIPS IN CANTON

HAVE BRITISH TROOPS A SALUTARY EFFECT?

London, Yesterday.

In the House of Commons to-day, Mr. Arthur Henderson said that he had no information on the situation in China additional to his reply on December 9, except that the majority of British and American women and children in Nanking arrived at Shanghai safely on December 9.

Sir Kingsley Wood asked if the presence of British forces had a salutary effect, and if the position were improving.

Mr. Henderson replied that he had no evidence on which to base such a conclusion, and added that the note from the Commander on December 9 said that things were very much quieter. Further questioned, Mr. Henderson said that he had received no official reports of raids by Chinese troops or aircraft over Soviet territory. According to his information, Soviet troops had advanced to Chalahor, Soviet gunboats raided Fuchin, and Soviet aircraft bombed Fuktu.

Replying to a question in regard to the Canton fighting, Mr. Henderson stated that there were five warships on the West River patrol, three of which were at Canton. The remainder were disposed in accordance with the situation. Arrangements had been made to provide for military reinforcements, if necessary.—Reuter.

CONSULS TO ENQUIRE

Tokyo, Yesterday.

A report from Harbin states that for the purpose of ascertaining the situation to the west of Khingan, especially the condition of the non-Chinese residents, from whom no reliable news has been received for almost a month, an international train, carrying American, British, Japanese, French and German Consuls is scheduled to leave Harbin en route to Manchuli on Dec. 13.

Tsai Yun-sheng left Pogranichnaya en route to Harbovsk on Wednesday afternoon.—Reuter.

RECENT FIGHTING

Rugby, Yesterday.

Answering a question in Parliament, the Foreign Secretary, Mr. Henderson, said that he had no news of any recent fighting in the Canton area, but on December 8 National Government troops, who had been occupying the defence line some 30 miles from the city, were reported to be falling back.

Canton was reported quiet on that date, with no signs of local disruption.

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PANIC IN SHANGHAI

Shanghai, Yesterday.

A small Communist demonstration on the outskirts of the French Settlement this morning was dispersed by the French police, with nine arrests.

Following a 'rumour' that Communists intended to attack Shanghai North Railway Station, martial law was declared in Chapel, and people in the streets were searched.

Chinese police attempting to disperse the crowds fired in the air, and a small panic ensued, many refugees streaming into the International Settlement.

An emergency squad of Shanghai Municipal Police turned out, but their services were not required. The boundary gates were closed for half an hour.

Nanking is reported calm, and residents are pursuing their usual routine duties.—Reuter.

LEADERS DETERMINED

Shanghai, Yesterday.

The position, so far as appears to be gathered here, appears to be that Government leaders in Nanking, after a deliberation decided not to give up Nanking without fighting, severed their connection with the Government Civil Hospital.

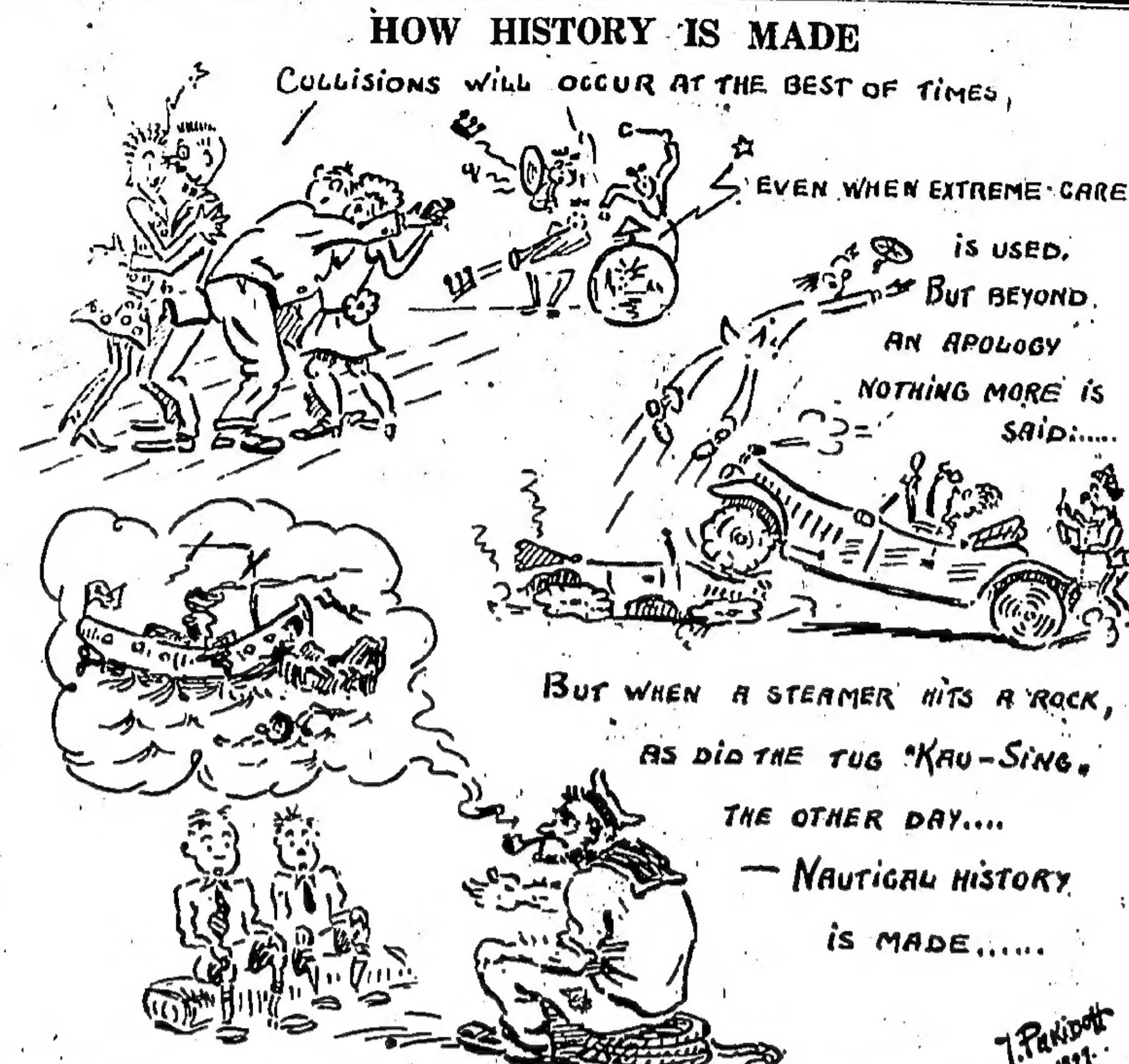
COMPROMISE SOUGHT

Hankow, Yesterday.

The situation locally continues very quiet. Confidence is being strengthened by the assurances of loyalty received from various minor generals in Nanking. It now seems that Tang Seng-chi's defection will not prove a serious embarrassment to the Government, and it is declared that Tang is already seeking a compromise.

The Ichang situation is gradually returning to normal, and the rebels have been driven far inland.—Reuter.

Enquiries made this morning at Police Headquarters revealed the condition of the wounded men in the Government Civil Hospital.



HAICHING PIRACY SEQUEL

TRADITIONS OF MERCANTILE MARINE

VICE-ADMIRAL'S TRIBUTE

H.E. the Commander-in-Chief, China Station (Vice-Admiral Sir A. K. Walstall, K.C.B.) has received the following despatch from the Admiralty:

"Admiralty have noted with admiration the gallantry of the Captain, officers and crew of the s.s. 'Haiching' in successfully overcoming the attempted piracy of their vessel and request you to convey this message to her owners."

"The timely action of destroyers 'Sterling' and 'Sirdar' is also most satisfactory."

From Commander-in-Chief

The Douglas S.S. Co., Ltd., owners of the 'Haiching,' have received the following from the Chief of Staff to H.E. the Commander-in-Chief, China Station (Vice-Admiral Sir A. K. Walstall, K.C.B.):

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The Commander-in-Chief himself wrote:

"Gentlemen—I desire to express my admiration of the gallant stand made by Captain O. H. Farrar and the officers of your steamer 'Haiching' when attacked by internal pirates in the early hours of Sunday, December 8, 1929. I feel that their successful resistance will have a strong deterrent effect against any further attempts at piracy."

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T. H. C. Condon, Esq.
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Hong Kong, 8th January, 1929.

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THE ANNUAL EXHIBITION will be held at No. 7, Queen's Road 1st floor (above Mercantile Bank) on Dec. 18th, 19th and 20th. The Exhibition will be open from 10 a.m. to 7 p.m. Admission 50 cents.

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PUBLIC AUCTIONS.

PUBLIC AUCTION.

Particulars & Conditions of the Sale by Public Auction to be held on MONDAY, the 16th day of December, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Shamshuiipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale.	Boundary Measurements.	General Description.	Annual Rental.	Open Price.
Reg. No. & Date.	N. S. E. W.	ft. ft. ft. ft.	ft.	£
New Action Island Lot No. 1521. Junction of Chung Shui Main Street.	About	As per sale plan.	18,800	100
				100

NOTICES.

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A BRIDGE and MAH-JONG DRIVE in aid of the Hong Kong Benevolent Society will be held at the Helena May Institute on MONDAY, December 16, 1929, from 8.30-6 p.m. A charge of \$2 will be made. Ladies who are willing to be responsible for a table are asked to communicate with Mrs. H. G. Sheldon, 25, Peak Mansions, before December 6.

Tea will be provided free of charge. Come one—Come all.

THEATRE ROYAL.

December 14, 16, 17, 18, 19, 20,
23 at 9.15 p.m.

Matinee December 18 at 4.30 p.m.

(Children half price)

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LAMMERT BROS.

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Auctioneers.
Hong Kong, Dec. 9, 1929.

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HONG KONG HEIGHTS

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Island.	Peak.
Victoria Peak	1828
Singapore Station	1774
Mt. Parker	1784
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1805
Takoo Sanatorium	1000
Mt. Davis	877
Bowen Road (Filterbeds)	297
Mt. Mui	Feet
Taimoshan	3124
Kowloon Peak	1971

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ANOTHER LIFE OF

MRS. EDDY

THE CHURCH PUBLICATION
COMMITTEE AROUSED

AUTHENTICITY DENIED

New York, Nov. 2. The magazine, the "Outlook," had hardly reached the news stands yesterday with the first instalment of a new biography of Mary Baker Eddy before clashing statements had been issued by Mrs. Fleta Campbell Springer, the author, and Orwell Bradley Towne, the Christian Science Committee on Publication. The net result appeared to be the beginning of a new fight between the Mother Church and a biographer of its founder.

Mr. Towne's statement, intimated that Mrs. Springer's work was not authentic, the same charge which was directed against that other recent biography, "Mrs. Eddy, the Biography of a Virginal Mind," published by Scribner's, over which a fight had been waged several months. It follows:

"The first instalment of Mrs. Fleta Campbell Springer's book entitled 'According to the Flesh,' has been brought to my attention. So far as may be judged from this first instalment, the biography seems to be a composite of various biographies and articles previously published.

Asked to Check Work
"When the news of her effort first became public, Mrs. Springer was approached by a representative of the Mother Church and asked to check her manuscript with some one representing Mrs. Eddy and the Christian Science Church for reliability of material and accuracy of treatment. This Mrs. Springer refused to do, declaring that she wished to be independent.

"At the same time she acknowledged she had conferred at length with those known to be hostile to Mrs. Eddy and the Christian Science movement. It is doubtful whether a biographer who declines to consult with known authorities on the subject treated, as well as with personal friends and acquaintances still living, could give a proper evocation to so great a figure in the religious history of the United States as Mary Baker Eddy."

To which Mrs. Springer replied: "What Mr. Towne has to say is substantially what is said every time anything is written about the Christian Science Church or about Mrs. Eddy with whom they do not thoroughly agree. Part of what he has to say is untrue.

Wrote to C. T. Smith

"I recently addressed inquiries to Mr. Clifford T. Smith in Boston, who is at the head of all the publication committees. In fact, Mr. Towne himself gave me Mr. Smith's address and name upon my inquiry as to who was the proper person to whom he has to say is untrue.

"I have in my hands correspondence from the trustees of the will of Mrs. Eddy as well as what purports to be a sincere group of letters from both Mr. Towne and Mr. Smith. It is precisely the kind of correspondence that I, as biographer, addressed to many other sources of material for this book."

Parkhurst Whitney, of the "Outlook" board of editors, said that the magazine's view of Mrs. Springer's work was that it was "one of the most enthralling biographies we have read in many moons."

Will Not Stop Biography

The magazine, he made plain, does not wish to antagonize officials or members of the Christian Science Church, but it will not discontinue publication of what it considers a fair and sound appraisal of Mrs. Eddy and an artistic story of her life at the demand of the church, if such a demand is made.

The church already was embattled with Scribner's. Book-sellers in many American cities have reported threatened boycotts by members of the church if they continued to sell the Scribner book.

In one city, Atlanta, although there are at least nine book stores, only one has "Mrs. Eddy" for sale, it was learned.

For this reason I hold that the "American Melting Point" of this paraffin wax for the purpose of this contract is 124 degrees F., which is not in accordance with contract specification, and the plaintiff's claim for damages therefore fails. My judgment is for the defendant with costs.

had gone mad and fired at a crowd of civilians with deadly effect. Macleod sprang upon the sentry and disarmed him. In 1878 he was with the British Expedition which went to crown Cetewayo, King of the Zulus.

Macleod was an intrepid hunter and had many escapes up the Zambezi River. His understanding of the natives led to his appointment as Political Agent among the Swazis during the Zulu war. After the war he led 8,000 natives against a Basuto chief. Macleod returned home in 1879 and succeeded his father as Chief. He was the owner of about 82,000 acres.

At Gibraltar he was the hero of a remarkable incident. A country

ALLEGED BREACH OF
CONTRACTMELTING POINT OF SOLID
WAX

TWO SYSTEMS USED

His Honour the Puisne Judge (Mr. Justice J. R. Wood) delivered judgment yesterday afternoon at the Summary Court, in the case in which Ip Tak, trading under the style of Ip Tak & Co., 38A, Queen's Road Central, sued the Lee Cheung firm, No. 20, Wing Lok Street, claiming \$1,000 damages for breach of a contract for the supply of 25 tons of paraffin wax of which defendants had refused to accept delivery.

Mr. E. Davidson appeared for plaintiff, and Mr. H. C. Lee defended. In his judgment,

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SEATTLE, VICTORIA via Shanghai & Japan Ports.
YOKOHAMA MARU Monday, 10th December.
MISHIMA MARU Tuesday, 14th January.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.
HAKONE MARU Saturday, 14th December.
SUWA MARU Saturday, 28th December.
SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU Wednesday, 26th December.
AKI MARU Wednesday, 22nd January.
BOMBAY via Singapore, Penang, & Colombo.
† TASMANIA MARU Saturday, 14th December.
† TOTTORI MARU Friday, 27th December.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
ANOY MARU Sunday, 22nd December.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAMAKURA MARU Thursday, 2nd January.
NEW YORK, BOSTON via Panama.
† TAKAO MARU Saturday, 14th December.
LIVERPOOL via Port Said, Constantinople, Genoa.
DAKAR MARU Saturday, 14th December.
CALCUTTA via Singapore, Penang & Rangoon.
† MURORAN MARU Sunday, 15th December.
† AKITA MARU Sunday, 29th December.
SHANGHAI, KOBE & YOKOHAMA.
BINGO MARU (Moji direct) Monday, 16th December.
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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
Colombia, Suez and Port Said.
ANDES MARU Friday, 13th December.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombia, Durban & Cape Town.
MANILA MARU Tuesday, 24th December.
BOMBAY—Via Singapore & Colombo.
SUMATRA MARU Friday, 20th December.
MEIGEN MARU Friday, 3rd January.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR &
BAR & MOMBAZA—Via Singapore & Colombo.
MEXICO MARU Thursday, 2nd January.
CALCUTTA—Via Singapore, Penang & Rangoon.
CELEBES MARU Thursday, 19th December.
TACOMA MARU Thursday, 2nd January.
*(Calls at Belawan Dali.)

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from
Singapore.
PARIS MARU Sunday, 22nd December.
ALABAMA MARU (from Shanghai) Friday, 27th December.
MELBOURNE—Via Manila, Brisbane & Sydney.
SYDNEY MARU Friday, 18th December.
HAIPHONG—Via Hanoi & Pakhoi.
NEW YORK—Via Japan ports, San Francisco & Panama.
HAVANA MARU Wednesday, 8th January.
JAPAN PORTS.
ATLAS MARU Friday, 13th December.
SEASIDE MARU Tuesday, 24th December.
HONOLULU MARU Sunday, 29th December.
KEELUNG—Via Swatow & Amoy.
HOZAN MARU Sunday, 15th Dec., Noon.
TAKAO MARU Sunday, 22nd Dec., Noon.
TAKAO & KEELUNG. Thursday, 19th Dec., 10 a.m.
BATAVIA MARU (Calls at Amoy) Thursday, 12th December.
For further particulars, please apply to—OSAKA SHOSEN KAISHA.
Tel. Central No. 4088, 1029, 4796. M. TAKEUCHI, Manager.

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DECIDED ACQUISITION

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PROTEST AGAINST TAXATION

The s.s. "Lo-Yang Maru," the newest addition to the N.K.K. lower Yangtze fleet and the largest boat plying between Shanghai and Hankow, was opened to public inspection recently at the N.K.K. dock, when a reception was given aboard ship by officials of the line.

A feature of the pleasing affair was the arrival on the "Nagasaki Maru" of Baron Fukuo, president of the N.K.K., who had come to Shanghai especially to view the craft before she starts her initial voyage to Han-

ko. He expressed himself as well pleased with the excellent product turned out by the Kiangnan Dock & En-

gineering Co., and was joined by over a hundred friends of the line who after inspecting the ship proclaimed her to be one of the finest appointed ships on the Yangtze service.

Plenty of Accommodation

She has been placed in the capable hands of Captain H. Takeo, senior officer of the N. K. K. line, who has able staff under him, and who was justly proud of the honour done him.

Her passenger accommodation has already been booked to capacity for her initial run and it is believed that she will open up a new era in

Yangtze service.

Her length overall is 341 ft. and she has a beam of 48 ft. She draws 13 ft. when loaded and her gross tonnage is 4,385 tons. She is equipped with two triple expansion engines capable of 3,500 horsepower and in her trial runs she exceeded the speed ratings calling for 15 knots.

Passenger accommodation includes:

special first class, 20 beds in 12 rooms, special second class, 10 beds in five rooms, Chinese first class, 32 beds, second class, 34 beds and third class 172 beds.

All rooms are spacious and are fully equipped with running water, fans, electric lights, etc. She has all the appointments of a first class ship, and her interior fittings are especially noteworthy.

Some Attractive Cabins

The dining saloon is finished in a fashionable and artistic manner, the side wall panelings are of five-ply oak with teak frames, the upper parts of which are covered with silk. The ceilings are panelled in five-ply brick enameled white. The fire place is of solid teak with marble hearth set in the centre with special "Magician" electric fire by the General Electric Co. of China. An imitation coal fire gives a realistic flame and smoke effect throwing out considerable heat. The upholsterer is a harmony of colour and good taste.

The lounge and music room in design is a combination of modern and ancient classical style. The upper part of the paneling is of birch and covered with damask tapestry and the lower paneling is of birch with teak frames painted in white enamel for lighting effect. Overhead is a large dome skylight finished in stained leaded glass with flower design.

Round this dome is arranged soft candle strip lighting which will give a very pleasing effect. To eliminate noise the floor is covered with coloured "Rubline." The room is fitted with a grand piano, easy chairs, settees, card tables, writing desk and small chairs. A refreshment bar is arranged adjacent.

The main stairway to first class saloon is of specially selected teak, with two Grecian "Pegasus" carved on the main pilasters. A clock in the suitably selected picture by a famous Japanese artist completes the design.

Elizabethan Smoking Room

The smoking room is a reproduction of the Elizabethan period. The walls are panelled in teak with characteristic doors having silver-plated mountings. The ceilings are panelled in birch and teak. The windows are large oblong "Crystal" windows. Four angular cosy corners are arranged in the room and mahjong tables are fitted in each. Historical shields are worked into the design of the panelings. A teak fire place is keeping with the period encloses a marble hearth and an electric imitation coal fire. This floor is also covered with delicate "Rubline," and due regard has been paid to the comfort of passengers in the provision of settees and easy chairs. A leaded glass dome is fitted to this room from the centre of which hangs a beautiful bronze chandelier with electric candles giving a soft effect to the whole. Ceiling fans are fitted throughout the accommodation.

The Japanese social hall situated on the bridge deck was designed by a Japanese architect and the special timber materials were imported from Japan.

The floor is laid with 16 Tatami. The room is fitted with Tokonoma Chigaidana and Shoin.

* Calls at Belawan Dali.)

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from
Singapore.

PARIS MARU Sunday, 22nd December.

ALABAMA MARU (from Shanghai) Friday, 27th December.

MELBOURNE—Via Manila, Brisbane & Sydney.

SYDNEY MARU Friday, 18th December.

HAIPHONG—Via Hanoi & Pakhoi.

NEW YORK—Via Japan ports, San Francisco & Panama.

HAVANA MARU Wednesday, 8th January.

JAPAN PORTS.

ATLAS MARU Friday, 13th December.

SEASIDE MARU Tuesday, 24th December.

HONOLULU MARU Sunday, 29th December.

KEELUNG—Via Swatow & Amoy.

HOZAN MARU Sunday, 15th Dec., Noon.

TAKAO MARU Sunday, 22nd Dec., Noon.

TAKAO & KEELUNG Thursday, 19th Dec., 10 a.m.

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For further particulars, please apply to—OSAKA SHOSEN KAISHA.

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MORE STORMY WEATHER

RIVER THAMES STILL RISING

RAIN EXPECTED

Rugby, Yesterday. A renewal of gale conditions occurred during the night round the coast and in Southern England, where rain fell heavily. The weather was fine but windy inland this morning, but a moderate gale with rough sea is reported in the Channel. A continuation of stormy weather is expected. The embankment walls along the

Thames in Grosvenor Road, Westminster, have been considerably reinforced since they gave way in January, 1928, and it has so far been unnecessary to issue flood warnings to residents in that area.

Thames Valley Scenes

Rugby, Yesterday. A renewal of southerly gales caused by a very deep depression approaching from the Atlantic is, according to the weather forecast, likely to be severe on the South-West Coast of Britain.

Meanwhile, although a heavy swell has been running, an interval in the violence has enabled many ships to mend their steering gear and to continue their voyages or to make for ports when the damage was serious.

The a.s. "Tynbridge," for instance, has repaired her steering gear and cancelled a call for assistance, and is returning to Falmouth to land one dead and two injured men.

Inland, and particularly in the Thames Valley, floods are causing anxiety.

Since yesterday, the Thames has risen nearly one foot at Molesey and the rate of flow during the last twenty-four hours was nine thousand million gallons as compared with an average flow of two thousand million gallons for this time of the year.

The authorities have established a special watch on the river so that adequate warning can be given if a danger arises of the floods breaking through the embankments in London.

There is no immediate fear of this happening, but the floods in the Upper Thames valley are higher than when it occurred last year, and more rain is forecast.

At Reading, which is almost surrounded by water, the river is twenty-six inches above normal, and at Maidenhead, it is four feet above normal. There are also wide flood areas in other parts of the country.—British Wireless Service.

WARSHIPS IN PORT

British warships in port this morning were:

In basin of R.N. Dockyard:

"Tamar," "Petersfield," "Magnolia," "Marlborough," "Cornflower."

At north arm: "Sterling."

West wall: "Kent" (flagship).

In Dock: "Sepoy," "Seraph."

Whampoa Dock: "Cornwall."

No. 4 Buoy: "Herald."

No. 5 Buoy: "Hermes."

No. 7 Buoy: "Iroquois."

No. 13 Buoy: "Sorow."

The only foreign man o' war in port was the Italian cruiser "Libia."

When they pass the Shuihing Gorge, the American travellers say "Well, we guess this beats the Hudson River, our show place." Continental visitors remark that it reminds them of the "Rhine and Switzerland." Whilst British tourists declare "Surely, the Lake district or the Scottish moors, but with a little less vegetation." Now why not take a five-days' round trip and see for yourself. It costs you only \$40.

S.S. "TAI MING"

[349 tons—Capt. G. J. Spink.]

DECEMBER.

MON. 16th FRI. 27th.

SUN. 22nd

FRI. 13th TUES. 24th.

WED. 18th SUN. 29th

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S. S.	Tons	From Hong Kong About	Destination
BELTANA	—	18th Dec. 2.30 p.m.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
ALIPORE	5,573	16th Dec. 3rd Jan.	Straits, Colombo & Bombay.
MALWA	10,980	21st Dec. 31st Jan.	Marseilles & London.
HYBER	9,114	26th Dec.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAJPUTANA	16,568	1930	Bombay, Marseilles & London.
LAHORE	5,384	4th Jan. 11th Jan.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
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BRITISH INDIA-APCAR SAILINGS.

*TAKLIWA	7,936	14th Dec. 2.30 p.m.	Singapore, Penang & Calcutta.
TILAWA	10,000	12th Jan. 1930	Singapore, Penang & Calcutta.
TALAMBA	8,018	31st Jan.	Singapore, Penang & Calcutta.
TAKADA	6,910	14th Jan.	Singapore, Penang & Calcutta.
TALMA	10,000	29th Jan.	Singapore, Penang & Calcutta.
TAKLIWA	7,936	10th Feb.	Singapore, Penang & Calcutta.
SHIRALA	7,841	22nd Feb.	Singapore, Penang & Calcutta.
TILAWA	10,000	3rd Mar.	Singapore, Penang & Calcutta.

* Calls Rangoon.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*ST. ALBANS	4,600	1930	Manila, Sandakan, Thursday Island,
NELLORE	6,853	31st Jan.	Cairns, Townsville, Brisbane, Sydney & Melbourne.
TANDA	6,566	28th Feb.	

* Calls Port Holland.

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The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

*JEYPORE	5,318	18th Dec.	Shanghai, Moji, Kobe & Yokohama.
KHIVA	9,135	21st Dec.	Shanghai, Moji, Kobe & Yokohama.
*MIRZAPORE	6,716	21st Dec.	Moji & Kobe.
	6,049	24th Dec.	Amyo, Shai, Moji, Kobe & Osaka.
TAKADA	10,946	1930	Shai, Moji, Kobe & Y'hama.
MANTUA	10,946	8th Jan.	Moji, Kobe, Osaka & Y'hama.
NELLORE	6,853	7th Jan.	Amyo, Moji, Kobe & Osaka.
TALMA	10,000	7th Jan.	Shai, Moji, Kobe & Y'hama.
KARMALA	8,128	17th Jan.	

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All dates are approximate and subject to alteration without notice.

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HUMOURS IN LIFE OF AN ORGANIST PIGS AND PANCAKES: IMPROVISING A NATIONAL ANTHEM, UNEXPECTED CRITICS

Dr. J. Kendrick Pyne's long service to the art of music particularly in the office of city organist of Manchester which he has held for over fifty years, was warmly acknowledged recently at a large gathering of his friends and admirers held in the Town Hall.

Dr. Pyne, in response, was most delightfully reminiscent. Reference had been made so frequently, he said, to his long stay in Manchester that he must almost appear to be a species of musical Rip van Winkle. But his 52 years in the city, actively spent in different occupations, had gone like "a watch in the night," and usually most happily.

Classical Music

Telling how he came to Manchester in 1875, a little before the Town Hall was completed and the organ delivered from Paris, and how Alderman Abel Heywood offered him the appointment of city organist some months later, he went on to speak of the position of classical music in England in those days. There were virtually only two permanent orchestras in England—London and Manchester. Though many municipal authorities had vague and nebulous longings in the direction of providing musical education for the masses, they were afraid of the cost. It might be said of them—that adapting the lines of the poet—that "though they were on music bent, they had a frugal mind." Admittedly a full band was a costly undertaking, and when such costly expenditure was urged—out of the rates—sharp and irreverent things were said. In opposition to such a proposal a gentleman in another city said one day that "full band is the most expensive form of noise."

At least three important towns besides Manchester had fine organs—Liverpool, Bristol, and Birmingham. Apparently there was something about this special form of entertainment that made it agreeable to the average mind. This was voiced by a foreigner who visited England and said: "Granted four things—a fine building, a fine instrument, fine music, and a fine player—I doubt whether anything could be more satisfactory on the whole."

Early in the history of the Manchester Town Hall organ—which was novel, was very popular—many distinguished visitors came to the city. One of the first was Princess Mary of Cambridge, the mother of Queen Mary. She came on three occasions, and he always found her a most discriminating lover of music. The Crown Prince of Austria also came a short time before his tragic end.

Princess Mary of Cambridge, the mother of Queen Mary. She came on three occasions, and he always found her a most discriminating lover of music. The Crown Prince of Austria also came a short time before his tragic end.

One of the conditions he made for himself when he accepted the appointment of city organist was that he would try to introduce new modern composers. It had therefore always been a source of gratification to him that he was the first to play Cesar Franck in Manchester. The introduction of new composers did not always meet with approbation, and sometimes after a novelty he would get unpleasant messages. Whenever he considered the criticism to be outrageous he said nothing, but put the offending music down for the next concert.

The engagement of eminent organists at the Town Hall proved very successful; most of the greatest English and foreign performers came among them Saint Saens and Guilmant. His weekly performances were attended by many celebrities. Among them he recounted Sir Charles and Lady Hallé, Olga Neruda, Dayas, Dr. Richter, Petri, and Bonnet. One night he had Busoni, Ysaye, and Sjöström together. Afterwards Busoni always came when in the neighbourhood, and at Busoni's request he would play in its original form either the Bach movement that the great pianist had finished or one of the arrangements of which he was contemplating.

HONG KONG TIDE

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations taken at the Kowloon tidal observatory under the direction of Dr. Dobereck during the years 1887, 1888 and 1889.

The times and heights are given for Kowloon; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

December 12 to 18, 1929.

Date	HIGH WATER		LOW WATER	
	Standard Times	Height	Standard Times	Height
Thurs 12	m 5 27	6.4	m 0 4	3.8
	6 50 a	6.2	1 10 a	3.7
Fri. 13	m 6 49	5.5	m 1 10	3.7
	7 15 a	5.6	2 10 a	3.8
Sat. 14	m 7 54	6.1	m 1 55	3.8
	8 19 a	7.6	2 11 a	3.0
Sun. 15	m 8 57	4.9	m 2 46	3.5
	9 49 a	8.1	3 45 a	3.8
Mon. 16	m 9 58	4.8	m 3 32	3.8
	10 34 a	8.6	4 30 a	3.3
Tues. 17	m 11 0	4.6	m 4 17	3.4
	10 34 a	8.8	5 55 a	3.4
Wed. 18	m 1 2	4.5	m 5 34	3.5
	10 9 a	8.8	6 34 a	3.5

AUSTRIAN REFORM

Vienna, Yesterday. The Constitutional Reform Bill came into force to-day. President Mihály requested the old Government to remain in office. The President assumed the supreme command of the Federal Army.—Reuter.

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Steamers	Date Hong Kong	Date to Sail
CHANGTE ...	17th December	14th January, 1930
TAIPING ...	17th January, 1930	14th January, 1930
CHANGTE ...	18th December	15th January, 1930
TAIPING ...	18th January, 1930	15th January, 1930

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Tel. C. 36

WORLD COURT OF JUSTICE</h2

A little learning is a dangerous thing;
Drink deep, or touch not the PYERIAN Spring.
THERE, shallow draughts intoxicate the brain,
And drinking deeply, sobers us again.

(Alexander Pope, *Essay on Criticism*).

PYERIS

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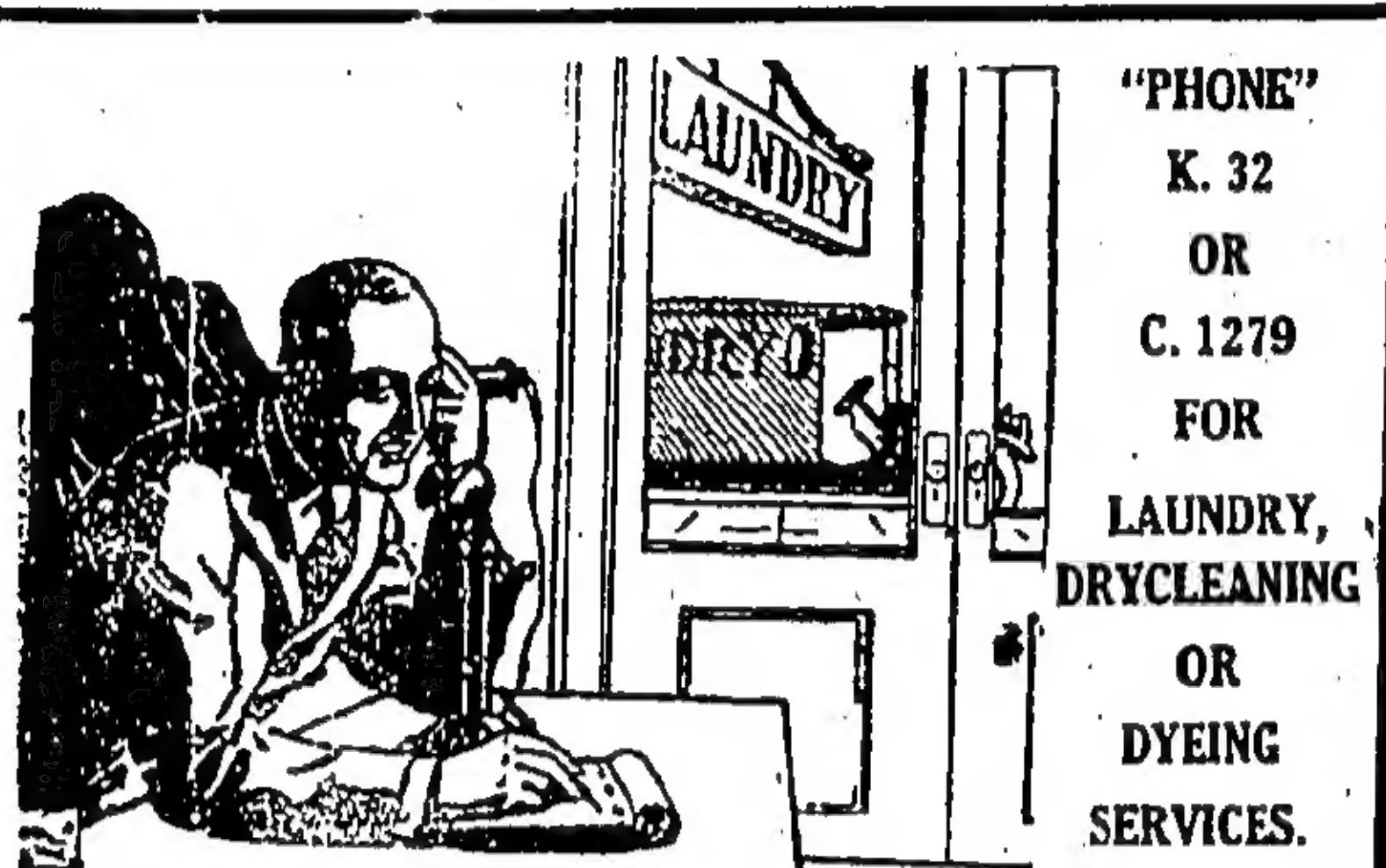
has been the subject of criticism throughout the Far East for many years, and is proclaimed the FINEST MINERAL WATER produced, ever increasing in popularity.

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Hong Kong, Thursday, Dec. 12, 1929.

RELIGION AND SCIENCE

The author of many profound books on religious philosophy, Canon B. H. Streeter, D.D. (Fellow of the British Academy), who was interviewed by a "China Mail" representative at the Bishop's House this morning, stated that his book "Reality" had had the success almost of a popular novel in Great Britain. Another book of his, "The Primitive Church," had been made "the book of the month" by the American Book Society.

Canon Streeter is a scholar of international repute, and has recently returned from the Conference on Pacific Relations at Kyoto, which he attended as a member of the British delegation. Whilst in Japan he gave a series of lectures at the Imperial University of Tokyo on "Science, Philosophy, and Religion." His book "Reality" has been translated into both Japanese and Chinese and has enjoyed a wide sale in the Orient. The lectures which he delivered in Tokyo on Science and Philosophy are to be translated into Chinese.

Canon Streeter made the interesting observation to our representative that Christianity flourishes most amongst the educated classes in Japan although he would not care to apply the same remark to China, not having thoroughly studied the position in that country. It was significant, he added, that many members of the Chinese Government were Christians.

Asked what he considered

Five cases of small-pox were notified yesterday and one case of diphtheria.

A fine of \$5 on each of several Chinese dog owners was imposed at the Kowloon Magistracy this morning, on admitting either keeping their dogs without licences, or allowing them to be abroad without muzzles.

Colonel F. S. Exham, D.S.O., R.A.C., Assistant Director of Ordnance Services, China Command, who has been on a tour of inspection in North China, returned to Hong Kong on the "Empress of Asia" this morning.

With two previous convictions against him, Chinese was at the Kowloon Magistracy this morning, sentenced to two months' hard labour for the theft of wooden rice tub, from the ground floor of 95, Kansu Street.

The Society of St. Vincent de Paul acknowledged with grateful thanks the following further donations in aid of Hong Kong's poor:

—Anonymous \$100; Colonial Electric Co \$25; Club Lusitano \$100; and Miss Sybil Joseph \$50.

A Chinese, described as a linguist, was at the Kowloon Magistracy to-day before Mr. W. Schofield charged with the theft of four iron rods from a building contractor at Maple Street, Shamshui Po. He was sentenced to ten days' hard labour.

Major J. L. P. MacNair, R.A., who has held the appointment of Adjutant of the Royal Artillery in Hong Kong, and who is going Home in February, has been succeeded as Adjutant by Captain C. R. Hodgkinson, R.A., who recently arrived in Hong Kong from Home.

A Chinese was this morning charged before Mr. A. W. G. H. Grantham, at the Central Magistracy, with cruelty to four full grown chickens and three medium size wild ducks by crowding them in a basket large enough to hold only two of the chickens. The Magistrate imposed a fine of \$5.

Stated to have been suffering fromague, a Chinese, of no fixed abode was at the Kowloon Magistracy this morning before Mr. W. Schofield charged with the theft of a cotton jacket from another Chinese living at Chung Hing Street. The defendant was fined \$25 with the alternative of one month's hard labour.

"They were exhausted when I took them out," said Divisional Inspector Stimson at the Kowloon Magistracy to-day when a Chinese woman was charged with over-crowding ten chickens by putting them in a crate that was too small. A fine of \$5 was imposed. A Chinese man was fined \$5 for placing three chickens and two ducks one on top of the other in a basket.

Resident in the Colony since 1887, a Chinese was at the Kowloon Magistracy this morning charged with the theft of 6 lbs. of copper wiring the property of the Kowloon Docks. It was stated that this copper was old wiring from the H.M.S. "Cornwall," and was kept in the electrical store. The defendant was arrested by Mr. H. Marriott, D.C.M., and when searched the copper was found in the defendant's hat and girdle. Sentence of 14 days' hard labour was inflicted.

He was born in a village in Asia Minor, of Greek parents, about 80 years ago; and that is about the only authenticated fact about his youth. It is said that he sold newspapers as a child in Constantinople. It is stated, on better authority, that he entered his uncle's shipping office in that city and acted as a guide to tourists in his spare time.

But it is a fact that, living in a region frequently disturbed by wars, and even more frequently by rumours of war, he realized before anyone else what could be done by an astute man in the selling of munitions of war.

He began by selling a submarine to Greece, sold two more to Turkey, sold arms to both sides in the Peru-Chile war, and first as an agent for Nordfeldts, and later acting for Vickers, he journeyed up and down the world distributing munitions of war.

Acquiring great wealth, Sir Basil Zaharoff bought a huge In-

THE BRAINS BEHIND THE KREMLIN

SOME CHARACTER SKETCHES

THE Department of Foreign Affairs, consequently, occupies a unique position in the scheme of the U.S.S.R. This explains why its structure has been built up from all sources without any relation to the personnel of the old regime. Out of over 1,000 officials who composed the Ministry of Foreign Affairs, only four lesser officials have been kept on by Chicherin. No diplomat of the old regime has ever represented the Soviets abroad, even in the Consular service.

In 1924, when the work of the department had assumed a more or less regular form, its board consisted of Chicherin, Litvinoff, Karakhan, and Araloff.

Of the four, Chicherin alone was competent to deal with foreigners. Speaking several languages, a university graduate and a talented musician, and long familiar with the technique of diplomacy, he was marked out for the "historic" part which he imagined he would be called upon to play, that of link between the bourgeoisie and the new world of the proletariat. His whole programme resolved itself simply into easing the points of friction between the two systems, without declaring himself until the day of the final conflict between Communism and the bourgeoisie.

Deceiving Foreigners

Chicherin, knowing well that Russia is large and unknown, and that there are a thousand ways of hiding what goes on there from strangers, thought that it would not prove difficult for him to mislead public opinion in other countries. He was convinced that he would, for example, be able to conceal from foreign diplomats the fact that the foreign policy of the Soviet was directed by the Third International.

He pretended that Zinovieff was only the "Lord Mayor of Petrograd" (this term had been used by Chicherin in a letter addressed to the Soviet representative in London). He invented a story of his having met the Bishop of Genoa—a meeting, according to himself, sufficiently important to re-establish friendly relations with the Holy See.

Chicherin has never been allowed a free hand. The Political Bureau has no confidence in him. The most humble labourer who held a red flag in the streets of Petrograd in 1905 is recognised as a Bolshevik of that era, but Chicherin has only officially been a Bolshevik since 1918. He was given Litvinoff as a colleague. It would be very difficult to find two men who differed more widely.

On the one hand, Chicherin, a former nobleman, a man familiar with all the ins and outs of Western life. On the other hand, Litvinoff, a small tradesman from Warsaw, a boor, naturally impudent, with a career behind him that was full of incident, but showing no signs of fitness for diplomacy. He is still an adventurer.

Litvinoff's Attacks

It was impossible for these two men to work together. Litvinoff's attacks on Chicherin knew no limits. He belittled him in front of his subordinates; crossed out marginal

MEN, WOMEN, AND AFFAIRS

Sir Basil Zaharoff As A

"Mystery Man": Clever Swedish Scientist: A Canadian V.C.'S Initiative And Courage

Europe's "Mystery Man"

"THE Mystery Man of Europe," who now lies ill in Paris, has earned his title. Probably less is known of Sir Basil Zaharoff's early life than that of any other famous man living.

He was born in a village in Asia Minor, of Greek parents, about 80 years ago; and that is about the only authenticated fact about his youth. It is said that he sold newspapers as a child in Constantinople. It is stated, on better authority, that he entered his uncle's shipping office in that city and acted as a guide to tourists in his spare time.

But it is a fact that, living in a region frequently disturbed by wars, and even more frequently by rumours of war, he realized before anyone else what could be done by an astute man in the selling of munitions of war.

He began by selling a submarine to Greece, sold two more to Turkey, sold arms to both sides in the Peru-Chile war, and first as an agent for Nordfeldts, and later acting for Vickers, he journeyed up and down the world distributing munitions of war.

Acquiring great wealth, Sir Basil Zaharoff bought a huge In-

terest in Monte Carlo casino; and in 1918 he was knighted on the recommendation of Mr. Lloyd George. Now, old and sick, he lies in Paris, too feeble to pull the strings that once led to half the capitals of the world.

Distinguished Scientist

AMONG the many distinguished passengers on board the P. & O. s.s. "Rawalpindi," which left December 1 for Europe, were Professor and Mrs. A. F. Enstrom, on their return voyage to Sweden from Japan. Mr. Enstrom, who has been one of the several delegates of the Swedish Government to the two world power and engineering congresses recently held in Tokyo, is the managing director of the Royal Swedish Academy of Scientific Industrial Research. He has been organising and directing with remarkable energy and success the manifold work of this governmental institute since its institution ten years ago, in which short space of time its different laboratories have performed a series of successful investigations on a number of technical problems, which count among the most important for modern industry and better or newer constructions, arrived at as a result of the Academy's researches, have been released and generally adopted by the Swedish industry concerned.

Finding himself alone with two runners and being anxious to acquire a certain make of German officers' revolver, he decided to search an apparently deserted dug-out system, posting his runners at the entrance as a precautionary measure.

Rounding a dark corner, he found himself face to face with a large number of the enemy, who promptly offered surrender. Unashamed, he proceeded to clean them and despatched them up the stairs to the open trench above.

The Real Cause

HALF-WAY through his disarming operations the queue halted, and Captain Macdowell feared that his bluff had been called. Hastily retiring with his back to the wall, he sternly commanded the remaining Germans to lay down their arms and march on. To his intense relief this show of confidence again proved successful.

It was not until afterwards that he discovered the real cause of that most disquieting pause in the proceedings. His runners, falling to the ground, were already disarmed, shot dead the first ten as they came out at the top of the dug-out steps—a contremps which, not unnaturally, had a discouraging effect on those who were following after.

A V.C. Story

ACCORDING to the "London Gazette" of June 8, 1917, Captain Macdowell, who went over from Canada in order to be present at the Prince of Wales' dinner, earned his V.C. by just

A CITY OF FEAR

Suicides; Crime And Bankruptcy In New York
RUINED MARKET

Empty Savings Banks: Embezzlement Charges
WITHERED STOCKS

New York, Nov. 13.

New York is like a city with the plague. Every house is afflicted with the blight of withered stocks. The ruined market is the death-knell of a thousand hopes, and fear has replaced the light-hearted gaiety with which New Yorkers a few months ago went about their business.

People gather at street corners, turning feverishly to the latest news of a fresh collapse, when only recently they could be seen pointing triumphantly to rising profits.

RUMOUR'S GRIM HORROR

Rumours add their grim horror to the calamity, for scarcely an hour passes but there is a story that some well-known broker or financier has committed suicide. The newspapers hide the news of self-inflicted deaths in different parts of the papers, usually tagging to the tale some hint that the suicide was quite solvent at the time of his death. But the suggestion deceives nobody.

The governors of the Stock Exchange have become so alarmed at the increasing flood of rumours that they issued instructions to all brokerage firms that unconfirmed stories must not be repeated, and that to say anything detrimental to the interests of anyone is a statutory offence.

Doomed Investors' Siege

The brokers' offices are besieged with ruined speculators hoping to save some last mite from the crash. They are treated tenderly enough, for the brokers make no urgent repetitions for margin calls.

Yet these are serious, and many doomed investors are roused from sleepless beds by delayed telegrams which are delivered at all hours of the night. Wealthy and benevolent employers have in many cases come to the aid of their over-speculating employees and guaranteed their marginal accounts.

The crash has produced the largest embezzlement in American history. It was reported from Flint, Michigan, where ten clerks of the Union Industrial Bank are charged with the theft of more than \$700,000 taken to cover stock losses. Of this sum \$400,000 is not according to the auditors.

Mr. Charles S. Mott, the vice-president of General Motors and president of the bank, has added more than £100,000 from his private fortune to the bank's funds as a guarantee against any possible loss. Some stolen securities have been recovered.

Saving Banks Empty

Saving banks, which a fortnight ago were feverishly busy attending to withdrawals, are now empty, but the loan departments of all banks are besieged with anxious customers. Unfortunately collateral stock, good one day, is of no use on the next.

Most sorrowful of all is the man who was wise enough to foresee the coming disaster but failed to reckon on more than one day's holocaust. He plunged in heavily on margin after the first Black Thursday, only to find that the fortune of the week before was lost by the following Wednesday.

Pawnbrokers seem the only happy people in the present scene of desolation. Their trouble is that they do not possess sufficient money to lend. Many of them have been obliged to put up their shutters and take enforced holidays owing to the depletion of their capital.

Diamond rings are as cheap as Gilbert's famous dukes, and stones worth £100 will not fetch more than £10. Jewellers, finding their shops deserted, are issuing alluring advertisements that jewels are assets that cannot depreciate in value.

Christmas Stump

The big department stores are usually crowded at Christmas time with eager buyers who pay no attention to prices.

The stores show many signs of the prevailing distress. Prices are frequently marked down as inducements to impoverished customers.

This declining trade is felt noticeably in the motor-car world. There is one upturn, distributing station with 40,000 cars on its hands and little hope of getting rid of them.

It is too early yet to know what effect the market-stump will have on the instalment buying so prevalent throughout the United States, but there are many fears that goods of all sorts and descriptions will find their way back to the original sellers.

800 Low Records

For something which was already reported to have touched bottom, the Stock Market shows a remarkable ability to descend. 2,300 stocks touched or made new low levels, the sterner fight being waged around U.S. Steel, which at one time was 8% points below its previous low record for the year.

"NO WORK!"

"No work in the country." That was the excuse offered by a Chinese, who was at the Kowloon Magistracy this morning, charged with returning to the Colony before his banishment term of 5 years from June, 1929, had expired.

The defendant, who had two previous convictions for larceny against him, was sentenced by L. G. H. Weeks, R.N., left for Shanghai yesterday by the N.Y.K. ms. Asama Maru."

CORRESPONDENCE

RENTS PROBLEM

[To the Editor of "China Mail"]

Sir,—The advice to merchants suffering from both trade depression and "merciless landlords" to put up their shutters is far from being of a passive nature. Indeed it is the most effective weapon that tenants have; and of its effectiveness, "Supporter of the Rent Problem Committee" must have been well aware; as in the latter part of his letter, he darkly hints that unless landlords show more sympathy, they may be likened to taking a "plunge over the precipice," which can mean nothing but that landlords will have cause to regret when they find themselves overburdened with houses rendered vacant through the closing of concerns which have become too unprofitable to continue. The recommendation to cease business was proffered as one means of bringing down rents and to show where the real influence of rents is to be found and also to dispel the false conception that immediately on the acquisition of a piece of property by a speculator, he is free to raise rents to any level he wishes.

There has never been any intention to advise keeping quiet when one is "kicked in the shins by a bully"; but one should be clear who that bully is and not get muddled like the hurt small boy, who when asked the identity of his aggressor, points with unsteady grubby hand to some dim figure in the distance whom through vision obscured by heavy salt tears and another equally grubby hand could but faintly see. The figure in the distance—the unfortunate landlord! Trade depression is go for the bully. Trade depression is go for the bully by all means.

Perhaps one may be permitted to reiterate that the rent of a house is dependent on the number of people desiring that house, which explains why rents in the central district are higher than in other parts of the town. People find it more profitable to carry on the business as pawnbrokers or boarding house keepers nearer the sea front in preference to May Road and are consequently prepared to pay more for the privilege of installing themselves where they hope to gain the highest return. Further, in vying with one another to obtain that privilege, they each offer the highest amount they think they could spare out of their estimated profits and the offer which is accepted would become the rent of the premises. Is it not clear then, that the speculator's role in fixing rents is a negligible one and that what a merchant pays in rent is dependent on the number of his competitors who desire the premises he occupies?

"Supporter of the Rent Problem Committee" must have reason for stating that there are matters which "could not see the light of day" if investigations were made regarding the assessment of rates. The least he could do as a public-spirited citizen is for him to bring the matter to the attention of the authorities concerned, although it is doubtful whether his allegations could bear "the light of day" if they are similar to the statement he makes regarding the payment of rates by Chinese landlords who are accused of collecting rent according to the lunar system and paying rates on the solar reckoning. He is doubtless not conversant with the manner in which assessment forms have to be filled. If he would only look at one and read the questions, he would find that emphasis is laid on whether rent is paid by the lunar or solar month. His reference to the sale clause in a lease is probably the best possible way out of a tight corner. He must have heard of a lease which continues to run in spite of a change of owners.

Yours, etc.,
COMMON SENSE.
Hong Kong, Dec. 11.

"THE GEISHA"

[To the Editor of the "China Mail"]

Sir,—I was much interested to read in your to-day's issue "Bingo's" article on the Philharmonic Society's production. Though it may perhaps put me into or perilously near the class of old fogies, I must confess that "The Geisha" was one of my boyhood's brightest memories. I well remember that everyone was whistling or singing—mostly incorrectly—the sparkling melodies from that excellent musical comedy, on that night one remembers so well, one's first at a Public School. Since then I for one have been very fond of "The Geisha" and am rejoiced that I can see it again.

There is, however, one point that should be made very clear to those of the public to whom the play is new. That is, that it is a musical comedy and, as such, more farcical than a farce. The Japanese represented on the stage are not intended to be real Japanese, but quite a different nation—the Japanese of the stage. Similarly, Wu Hi is a stage Chinaman—(or re-incarnation of Huntley Wright, one might say) rather than a study from life.

People seem to easily hurt nowadays, that it would perhaps be as well to stress this point, and to add that the English characters are caricatured also. For instance, Mr. Parker is an excellent juvenile lead, but I do not suppose he is intended to be a faithful reproduction of one of our gallant friends in the Senior Service. I have heard many songs in the Wardroom, but rarely light baritone solo stuff.

Yours, etc.,
EHRU AB ANGLO.

Hong Kong, Dec. 11.

VICE-ADMIRAL LEAVES

Vice-Admiral Sir A. K. Walstall, K.C.B., R.N., accompanied by Paymaster Commander L. C. E. Ayre, O.B.E., R.N.; Lieut. D. P. Evans, R.N., and Paymaster Lieutenant L. G. H. Weeks, R.N., left for Shanghai yesterday by the N.Y.K. ms. Asama Maru."

London, Yesterday.—The Board of Trade returns for November are: imports, \$108,218,000; exports, \$83,125,000—an increase of \$1,898,000, and a decrease of \$342,000, respectively compared with November, 1928.—Reuters

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN "CHINA MAIL"

SOCIAL FUNCTIONS

To-day—Tea Dances at Hong Kong Hotel and Peninsula Hotel, 4.30 p.m.

To-day—Dinner Dances at Hong Kong Hotel and Peninsula Hotel, 8.30 p.m.

To-day—Dinner Dance at Repulse Bay Hotel, 8.30 p.m.

To-day—Kowloon British School F.P.A. Dance, 8.45 p.m.

Dec. 14—Peninsula Hotel Carnival Dance, 8.30 p.m.

Dec. 16—Police Fancy Dress Carnival Dance at Lane, Crawford's Restaurant, 8.30 p.m.

Jan. 10—Second annual dance of the Hong Kong Ladies' Hockey Club, at Lane, Crawford's Restaurant, 8.30 p.m.

Entertainments

To-day—Queen's Theatre, "Behind that Curtain."

To-day—Star Theatre, "The Sin Slayer."

To-day—World Theatre, "The Gate Crasher."

To-day—Majestic Theatre, "Nell Gwyn."

Dec. 14—At Theatre Royal, "The Geisha," 9.15 p.m.

Dec. 16—At Theatre Royal, "The Geisha," 9.15 p.m.

Home Malls

To-day—Inward from London and ports ("Antonov"); America and ports ("Empress of Asia").

Lammerts' Auctions

To-day—At Sales Room, Postage Stamps, 5.15 p.m.

To-morrow—At the premises of the H.K. & K.W. & Godown Co., Ltd., Kowloon, 16,000 Bags Harbin Soya beans and Manchurian Soya Cake Meal, and 15 drums Manchurian pressed soya bean oil, 11 a.m.

Dec. 14—At Sales Room, miscellaneous goods, (more or less damaged), 11 a.m.

Dec. 16—At Sales Room, miscellaneous goods, (more or less damaged), 11 a.m.

Meetings

To-day—Regular monthly meeting of Marine Engineers' Guild of China (H.K. Branch) 67, Des Voeux Rd., C.H., 6 p.m.

To-morrow—Meeting for Students at St. John's Hall, 8.30 p.m.

Miscellaneous

To-day—At University, open Lecture by Canon Streeter on "International Questions Arising out of the Pacific Conference," 5.15 p.m.

To-morrow—At St. John's Cathedral Hall, open lecture by Canon Streeter on "God, Pain and Immortality," 5.15 p.m.

Dec. 14—Diocesan Girls' School Bazaar and Sale of Work, 3 p.m.*

Dec. 16—Pianoforte recital by Mrs. Suiter's pupils at St. Andrew's Hall, Kowloon, 5 p.m.

Dec. 16—Hong Kong Benevolent Society Bridge and Mahjong Drive, Helena May Institute.

Dec. 16—Ricci Hall Opening Ceremony, 4 p.m.

Dec. 16—Wah Yan College Tenth Anniversary Dinner, 7.30 p.m.

Dec. 19—Y.M.C.A. Debate 8 p.m. (postponed from Thursday, Dec. 12.) Subject: "That this meeting is of the opinion that Western Civilization is not adoptable to the Orient."

Dec. 20—Conference for Ministers of Religion and Educationalists on "Education and Religion," at St. John's Cathedral Hall. Tea: 4.45 p.m. Meeting 4.30-6 p.m.

Terms—Cash on Delivery.

LAMMERT BRO.

Auctioneers

Hong Kong, Dec. 12, 1929.

NEW ADVERTISEMENTS.

THE CHINA LIGHT & POWER CO. (1918), LTD.

NOTICE TO SHAREHOLDERS

WITH reference to the Notice

to Shareholders dated 7th

November, 1929, announcing the

resolution of the Board of Directors

to offer to Shareholders Additional Shares in the proportion

of one Additional Share of the

nominal value of \$5 for every

four existing Shares of which

they are the registered holders on

the date of the Ordinary Yearly

Meeting, i.e., 21st December, 1929,

Shareholders are hereby notified

that the Directors of the Company

has now decided that the offer of

the Additional Shares shall be

made to Shareholders in respect

of the existing Shares of which

they are the actual registered

holders on the 11th JANUARY,

1930, instead of on the 21st De-

cember, 1929.

In consequence of this decision,

the date for payment of the first

instalment of \$1 per share in respect

of the Additional Shares has

now been postponed from 2nd

January, 1930, to 6th February,

1930, in the case of shareholders

whose registered address is in the

Colony of Hong Kong or the Far

East. In the case of shareholders

outside the Far East, the date for

payment has been postponed from

2nd April, 1930, to 2nd May, 1930.

The TRANSFER BOOKS of the

Company will be CLOSED from

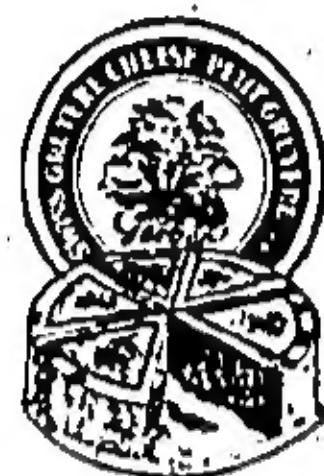
Monday, 6th January, 1930, to

Saturday, 11th January, 1930, both

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No crust. No waste. Always an invitation to eat. This delicious cheese comes to you with the same delicate goodness so much enjoyed by travellers in Switzerland

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SZERELMEY STONE LIQUID

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MANY WONDERFUL BARGAINS
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COME
EARLY
DON'T MISS THIS OPPORTUNITY.

YEE SANG FAT CO.

ART SHIP BATTLES WITH STORM

VALUABLE CARGO REACHES BRITAIN IN SAFETY WELCOME AT GRAVESEND

London, Yesterday. The art treasure ship, "Leonardo Da Vinci," arrived at Gravesend today and flags dipped a salute and hooters and sirens shrieked a welcome. An officer said that the voyage had been terrible, but all the pictures were safe and the crew unharmed. A tug should have piloted the "Leonardo Da Vinci" during the voyage, but went off in response to an S.O.S. from a distressed ship. "Our anxiety whilst battling with the gale was all the greater, because we knew that the cargo was perhaps the most precious any ship has ever carried. Even during to-day's voyage the fierce tides were against us."

The vessel stays at Gravesend to-night, and proceeds to-morrow to West India Dock, where there will be an official reception.—Reuter.

ODYSSEY OF THE SEA Memorial to "Trevesa" Survivors

A memorial has been unveiled on the Island of Mauritius to commemorate the landing there, after twenty-three days in open boats, of the survivors of the British steamer "Trevesa," which sank in the Indian Ocean in 1923. Fishermen who piloted the survivors into the harbour and a general assembly of inhabitants were present.

The memorial is erected to the survivors who came in the second boat on June 29. Inscribed, "An Odyssey of the Sea," it records: "In this bay, at Bolcombe Jetty, there landed on June, 1923, from a life-boat, sixteen men, being part of the survivors of the steamer 'Trevesa,' which foundered on June 4, 1923, being then 1,610 miles from Mauritius. Eight of the boat's crew died at sea, and one on the day following the landing."

For over three weeks after the "Trevesa" sank, nothing was heard of the crew. All hope for their safety had been abandoned, when one boat, and three days later a second, landed at Rodriguez. The men had existed on little more than a teaspoonful of condensed milk a day, in gale and intense heat. Thirty-three out of forty-four of the crew were saved.



The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 350 metres:

5.00-7.00 p.m.: Programme of Columbia and Legal Records supplied by the courtesy of Messrs. Anderson Ltd.

"L'Arlesienne Suite—Intermezzo" (Bizet, arr. Saur), "L'Arlesienne Suite—Minuet" (J. H. Squire Chamber Orchestra).

"Show Boat—Bill" (P. G. Wodehouse & J. Kern), "Show Boat—Can't help Lovin' Dat Man" (Hammerstein 2nd & Kern).

Marie Burke with Drury Lane Orchestra. "On top of the World, Alone" (Robin & Whiting), "Through" (McCarthy & Monaco), Layton and Johnstone with Piano.

"Blue Eyes—Selection—Part 1 & 2" (Kern) Piccadilly Theatre Orchestra.

"Father's Favourites, Part 1 & 2" (Publishers: Francis, Day & Hunter Ltd.), Organ Solo by Terence Casey.

"Melodie" (Gluck-Squire), "Andante Religioso" (Thome), "Cello Solo by W. H. Squire with Piano & Organ.

"Every-Bodys Melodies, Part 1 & 2" (arr. J. H. Squire), "Andantino Celeste Octet" (Lomare), "Song of the Soul" (Reveris) (Lomare).

"Cello Solo by W. H. Squire with Piano.

"Bitter Sweet—I'll see you again" (Noel Coward), "Bitter Sweet—Kiss Me" (Layton and Johnstone with Piano).

"Ideal Homes" (Clarkson Rose), "Hidden Heroe" (Norman Long).

"Petite Suite—Part 1: En Batane & Part 2: Cortegia" (Sir Dan Godfrey).

"Petite Suite—Part 3: Menuet & Part 4: Ballet" (Debussy).

"Scottish Quadrilles, Figs. 1, 2 and 3" (Flanagan Brothers).

"Palace Guards" Band, "Old Time Waltz Medley" (Composer Unknown).

"The Flanagan's Chase the Bananas" (Flanagan Brothers).

"The Flanagan Brothers' Melodious Memories—(Pot-Pourri), Part 1, 2, 3 & 4" (arr. Herman Finch).

"Royal Cinema Orchestra."

"Kawasaki Waltz" (Hawaiian Air), "Honolulu March" (Hawaiian Silver String Quartet).

7.45 p.m.: Weather Report.

8.00-10.30 p.m.: Programme of Chinese Gramophone Records.

10.30 p.m.: Close Down.

LORD LLOYD AND EGYPT POLICY

DANGERS OF IMMATURE POLITICAL SYSTEM RISK OF SECURITY

London, Yesterday. The Government defeated the House of Lords by 46 votes to 13 votes on a motion by Lord Salisbury regretting the precipitation with which the Government launched the Egyptian policy, which entailed the risk of the security of Imperial communications.

A feature of the debate was the contribution of Lord Lloyd, who condemned the Government for handing over British and foreign interests to an immature Egyptian political system.

Lord Parmoor declared that Great Britain made proposals in connection with the protection of foreigners, and if the Egyptian obligations in that direction were not fulfilled, it was incumbent on Great Britain to see that the regulations were properly carried out. He said that aggressive intervention by foreign powers was ruled out by the British undertaking to defend the country against such occurrences.—Reuter.

Rescued from Barburism

Rugby, Yesterday. The Government's policy regarding Egypt was debated in the House of Lords this evening on a motion of Lord Salisbury, regretting the precipitation with which the policy was enforced upon and the risk it entailed to the security of Imperial communications.

British policy in Egypt had retrieved that country from bankruptcy and had restored order and prosperity. The Soudan had been rescued from a hopeless relapse into barbarism. Within a month of their coming into office the present Government had in appearance at least made a radical change in the line of policy hitherto adopted.

Grave Changes

Lord Lloyd, formerly High Commissioner in Egypt, suggested that the draft of the treaty involved grave and serious changes in policy. He criticised the military aspects of the draft treaty, particularly the provision whereby British troops were to be moved out of Cairo and Alexandria to the desert, east of Longitude 32. He was confident that the only place from which the canal could be economically and adequately defended was from Cairo, or a place within striking distance of it. British troops had for some years ceased to be an army of occupation but they were a guarantee of safety. Never once during his four years of office had a British soldier been used to maintain order. He criticised the removal of the effective European control of the police force and the withdrawal of British judges in the courts of Justice.

Independence

Lord Parmoor, replying on behalf of the Government, said the return of the Egyptian troops to the Soudan had fully the approval of the Government to make up alteration whatever in the Soudan settlement. "As long as we maintain our occupation of troops at Cairo," continued Lord Parmoor, "so long will it be impossible to make any advance in giving Egypt the independence she desires. We want to find a system which at the same time will establish the independence of Egypt and secure the separate interests of Great Britain." The Government was going to preserve the policy indicated in Lord Milner's report as long as they were in power.

Vital Points

They were determined to meet as fairly and large heartedly as possible the vital points on which Egyptians were insisted, in order that they might have in Lord Milner's words a "real national independence." He was instructed for the removal of the occupation that, unless provision was made of British troops at Cairo—of course at the same time making alternative occupation which gave added security for all interests involved—no further progress could be made.

Dealing with the doubts expressed as to the effect regarding Egypt of the signing of the optional clause, Lord Parmoor said that the draft of the treaty could not be signed by Egypt until he had become a member of the League of Nations, and, if and when she became a member, the texts and reservations of the treaty would have to be considered. The views adhered to by the Government were those which, starting from the report by Lord Milner's Commission, aimed at effecting a settlement between Great Britain and Egypt. The substance of the Milner Report had been adhered to. He did not believe it possible to follow the policy that Lord Lloyd had suggested.

Earl Grey (Liberal) said that the policy which Lord Lloyd was advancing was entirely inconsistent with the declaration of 1922. It was a most unwise and impractical policy to go back to anything like the Cromer regime in Egypt. Lord Salisbury's motion was carried. British Wireless Service.

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High Class English Jewellery.

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 12th December, 1929.

Stock.	Buyers	Sellers	Sales	Nom.	Dividend.
Banks.					
Hong Kong Bank	\$ 1835	...	...	23 Int.	1920
" (Lon. Reg.)	...	...	123	7/ Int.	1920
Chartered Bank	...	188	...	20/ Int.	1920
Mercantile Bk., A.s.b.	...	305	...	8/- Int.	1920
Do.	105	...	8	8/- Int.	1920
Bank of Asia	90	...	...	8	1920
Insurances.					
Canton Ins.	\$ 605	...	40	1928	
Union Ins.	837	...	62	1928	
Yangtze Ins.	M.5	60	M. \$8.00	1928	
China Underwriters	310	18	18	1928	
China Fire Ins.	815	48	48	1927	
H. K. Fire Ins.	...	...	...	...
Shipping.					
Douglas	5	95	4	1928	
H. K. Steamboats	26	1	1	1928	
Indo-Chinas (Pref.)	46	...	12	[for 1924 0/-]	1925 0/-
(Def.)	5	70	5	1928	
Shell Transport	4	95	5	1928	
Union Waterboats	23	1.50	1.50	1928	
Mining.					
Bengal	\$ 4.70	...	...	0.25	1929
Kai Lan Mining Ad. s/r.	...	60	2/ Int.	1929-20	
Langkat (Cont.)	...	13.60	...	...
(Single)	7	...	7	10.50	1929-27
Shui Exploration	...	1.30	1.30	1928	
Loans	5	...	5	1.20	1928
Ruby	5	12	12	Int. 1/8	1929-30
Tonkin Mins.	21/-	...	4.50	1929	
Docks, Wharves, Godowns, &c.					
H. K. & W. Docks	821	145	8	1928	
H. K. & W. Dock	...	4	4	1924	
China Provident	5.82	1.90	1.90	1924	
Hongkewa	190	73	73	Int. 1929	1929
N. Eng. Engineering	7.50	0.40	0.40	1928	
Shanghai Docks	94	7.5	7.5	1928-29	
Cotton Mills.					
Ewo Cottons	14	10.00	1.20	1924	
Shai Cottons (old)	74	72.60	72.60	1920-21 yr.	
(new)	47	7.50	7.50	1928-29	
Zoong Sing	9	...	...	...
Lands, Hotels & Buildings.					
H. K. & S. Hotels	10.00	11.10	1.20	1924	

Sport Columns
LOCAL CRICKET**League Games For Saturday****UNIVERSITY v. H.K.C.C.**

The following will represent the University 1st XI in a League match against the H.K.C.C. on Saturday, December 14, at 2 p.m. sharp on the H.K.C.C. Ground:

C. W. Lane (Captain), S. V. Gittins, D. K. Samy, M. B. Osman, L. T. Ride, E. A. Lee, A. P. Gutierrez, D. J. N. Anderson, A. Baker, A. M. Rodrigues, S. R. Kermani.

H.K.C.C. Teams

The following are H.K.C.C. teams for next Saturday:

Against the University (League), at home.—T. E. Pearce (Captain), H. V. Parker, J. R. Hinton, A. C. I. Bowker, A. Reid, E. R. West, O. Muor, G. P. Lummett, E. R. Duckitt, A. C. Beck, H. R. Remington.

Against the University Second Eleven (friendly) played away.—W. Mackenzie (Captain), H. J. Armstrong, R. H. Dowler, K. H. Batger, G. E. R. Divett, W. Hanis Walker, R. D. Beaumont, T. R. Macdonald, J. H. Ashworth, J. R. Way, C. E. Gahagan.

I.R.C. 2nd v. K.C.C. 2nd

The following will represent the I.R.C. 2nd XI in a League match against the K.C.C. 2nd XI on the former's ground on Saturday, at 2 p.m. sharp:—M. P. Madar (Captain), H. T. Barma, C. F. Doodha, E. Heptulla, D. Mohamed, A. R. H. Esmail, A. R. Stifford, J. S. Achkar, Sirdu Khan, A. M. Rumjahn, and F. M. el Areuli. Scorer: M. Y. Adhi.

"Hermes" Beat Varsity

A team from H.M.S. "Hermes" paid a visit to Pokfulam and were opposed by the University second eleven. The visiting batsmen showed form and won easily by a margin of seven wickets, after dismissing their opponents for the small total of 84 runs. Scores:

University

S. R. Kermani, c Cross, b Bennett	14	To Play The Services
K. T. Luke, b Bennett	1	The following have been selected to play against a Services team on Tuesday next, 17th instant. Kick off H.K.F.C. ground at 4.15 p.m.:—
A. Chan Fook, c Laslett, b Swann	16	G. Rodger; Wynne and Reeves; Heddle, West and Bliss; B. Gosano, Bewley-Bull, Rocha and Butcher.
A. Rodrigues, c Cross, b Humphreys	13	Reserves.—C. Pile, Knapp, Gill and A. Ward.
K. P. Gan, b Bumphreys	1	It is understood that a Chinese team from Shanghai will visit Hong Kong about the Chinese New Year to play a series of games here.
H. E. M. Adams, b Bumphreys	1	K.O.S.B. Victorious
C. Candah, b Trusler	6	Two matches in the second division of the Hong Kong football league were played yesterday.
P. L. Tan, c Hammond, b Laslett	1	On St. Joseph's ground at Happy Valley the K.O.S.B. had a runaway victory from the University, winning by four goals to nil. It was too one-sided to be interesting, although occasionally the University did try to make a fight of it, they could not get past the strong Keeble defence.
G. E. Yeoh, b Trusler	19	Naval Beat Somersets
A. T. Normanbhy, b Trusler	1	The other match, between the Navy and the Somersets was played on the Kowloon F.C. ground. It was very closely contested and the Navy just won by the only goal of the match.
A. A. Aziz, not out	6	The first half was scoreless, and the second half had progressed in a ding-dong manner for 25 minutes before the Navy got a chance, of which they made the most, when Cartwright found the net with a fine header from a well-placed corner kick.
Extras	6	SHAMEEN LEAGUE
Total (7 wickets)	177	Shameen Lose to H.M.S. "Cicla"
Lieut. Magray, Eng. Lieut. Bennett and Stoker Swann did not bat.		(From Our Own Correspondent.)

BOWLING ANALYSIS

O. M. R. W.	Canton. Yesterday.
Laslett	9 2 22
Bennett	5 0 17
Swann	6 1 15
Bumphreys	7 2 13
Trusler	3 0 11
H.M.S. "Hermes"	
Sq. Ldr. Bumphreys, c. Gan b Chan Fook	
Lieut. Wright, l.b.w., Aziz	
Lieut. Stevenson, retired	
Marine Trusler, c Chan Fook, b Normanbhy	
A. B. Laslett, retired	
E. R. A. Graham, c Eoke, b Yeoh	
Stoker Cross, b Chan Fook	
E. R. A. Hammond, not out	
Extras	

TOTAL**BOWLING ANALYSIS**

O. M. R. W.	Canton. Yesterday.
Chan Fook	9.2 1 47 2
Aziz	6 0 30 1
Normanbhy	3 0 20 1
Candah	1 0 20 0
Tan	2 0 16 1
Yeoh	3 0 16 1
Loke	2 0 21 0

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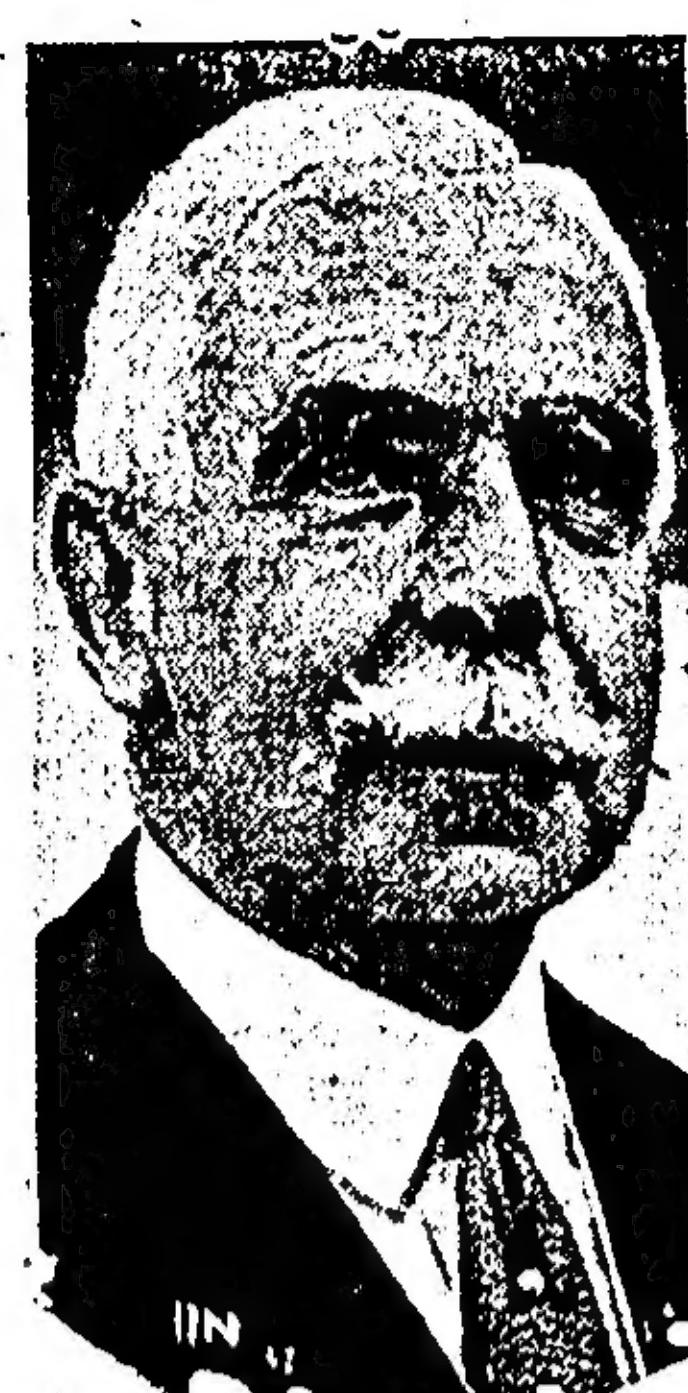
World News In Pictures

Il Duce Kisses Constable



Premier Mussolini rewarding a policeman who risked his life on duty. A kiss was Il Duce's gift to the officer.

Appointment Forecast



Otto H. Kahn, banker and patron of the fine arts, who is expected to become the Treasurer of the Republican Senatorial Committee in spite of violent protests.

World's First Air-Born Babe



Mrs. Margaret Dorothy Evans and her baby girl, which was born in an aeroplane flying twelve hundred feet over the city of Miami. The baby is declared by specialists to be a perfect specimen in spite of the unusual birthplace.

A Feline Mascot



Baron Koenig Warthenau, circumnavigating the world in a tiny monoplane is shown with a Siamese cat which was presented to him in Bangkok, Siam, as a good luck mascot in his trip to the United States.

New Foreign Minister



Delegate Havemann, a well-known painter of Hildesheim, who has succeeded the late Dr. Gustav Stresemann as Germany's Minister of Foreign Affairs.

Experience Not Necessary Now



Hans Hocka, trial flight director of the Czechoslovakian Academy at Prague, is shown with his fool-proof plane. He claims that in the event of an inexperienced pilot loses control, the plane will automatically stabilize itself.

Cathcart's Daughter And Her Fiance



Pamela De Grey Warren, sixteen-year-old daughter of Verne, Countess of Cathcart, and twenty-year-old Theodore Meadie, whose engagement has been disclosed by the young couple. Both of the young people are members of the staff of Life's "Greatest Generation," a magazine of Ellis Island publication. In 1928 when she was only fifteen years old, Pamela's father died.

Offers Life For Money



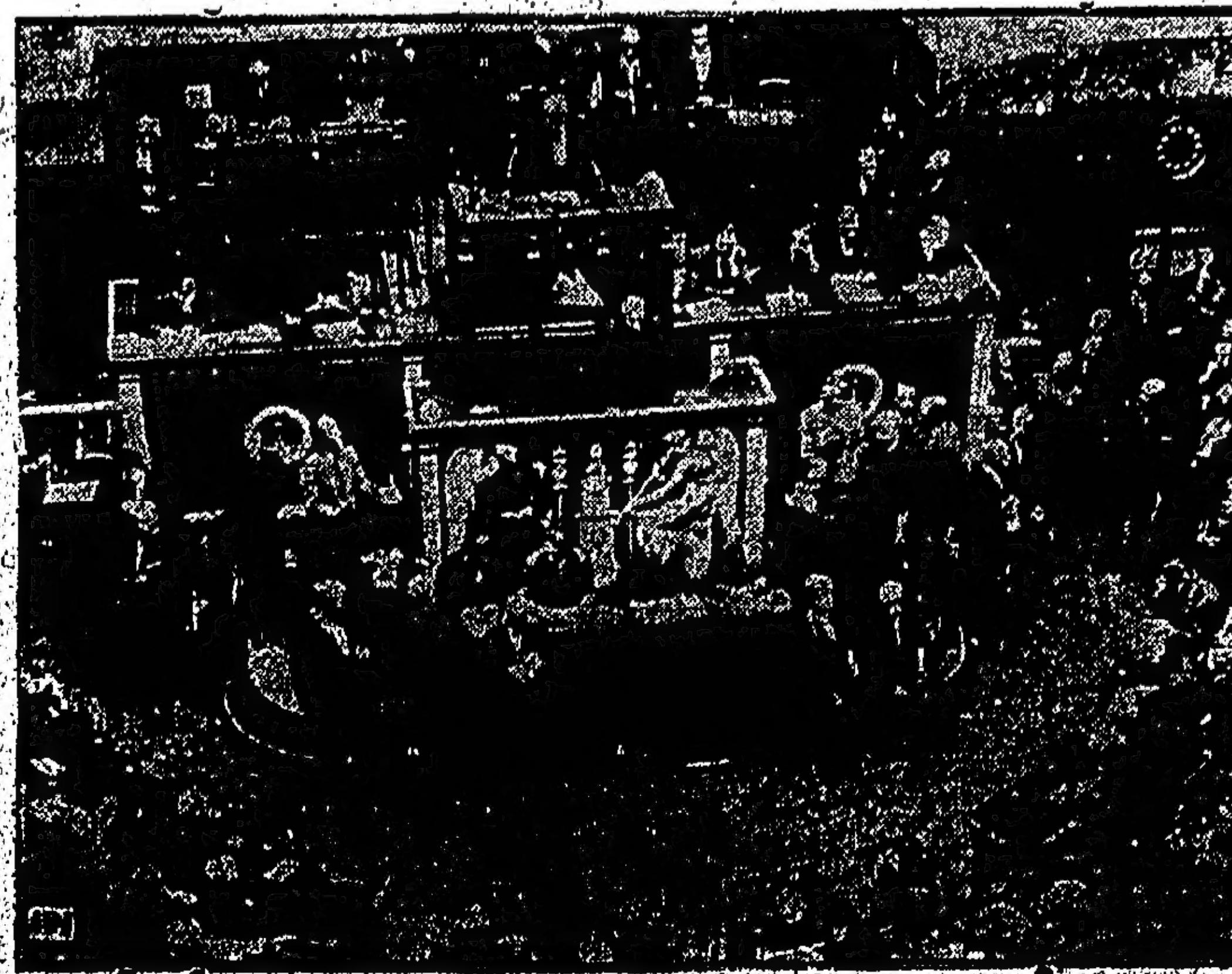
Jose R. Valle, young Nicaraguan student, is dying from a mysterious malady. He offers his life to science in the hope of obtaining money so that scientists may discover a cure for the disease which also threatens his son's life.

Writing New Air History



The crew of the Russian plane, "Land of the Soviets," are shown here after their arrival in Chicago, where they were entertained by Henry and Edsel Ford. The flyers are (left to right) S. A. Shestakov, commander; B. V. Sterlingov, F. E. Bolotov, navigators; F. V. Fufaev, mechanician.

Briand Refuses to Head Cabinet

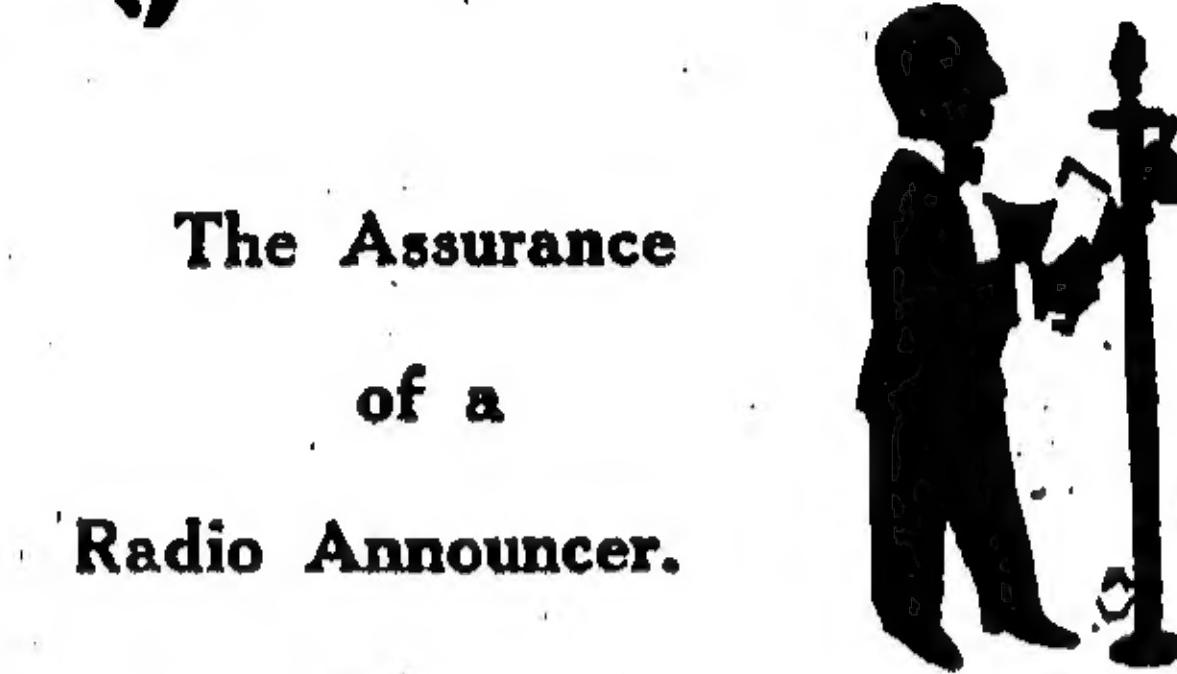


much to the surprise of many followers, Aristide Briand determined to accept the task of forming a new government for France. Failure of the Radical coalition, Edouard Daladier, to form a new French Government, had brought forward the date likely to see the arrival of Briand, however, he refused to comply with the request which brought him into power. Georges Clemenceau, the new President of the Council, accepted. Aristide Briand, after the Chamber of Deputies making an unprecedented plea to save the Government which he constituted upon the recent resignation of his chief.

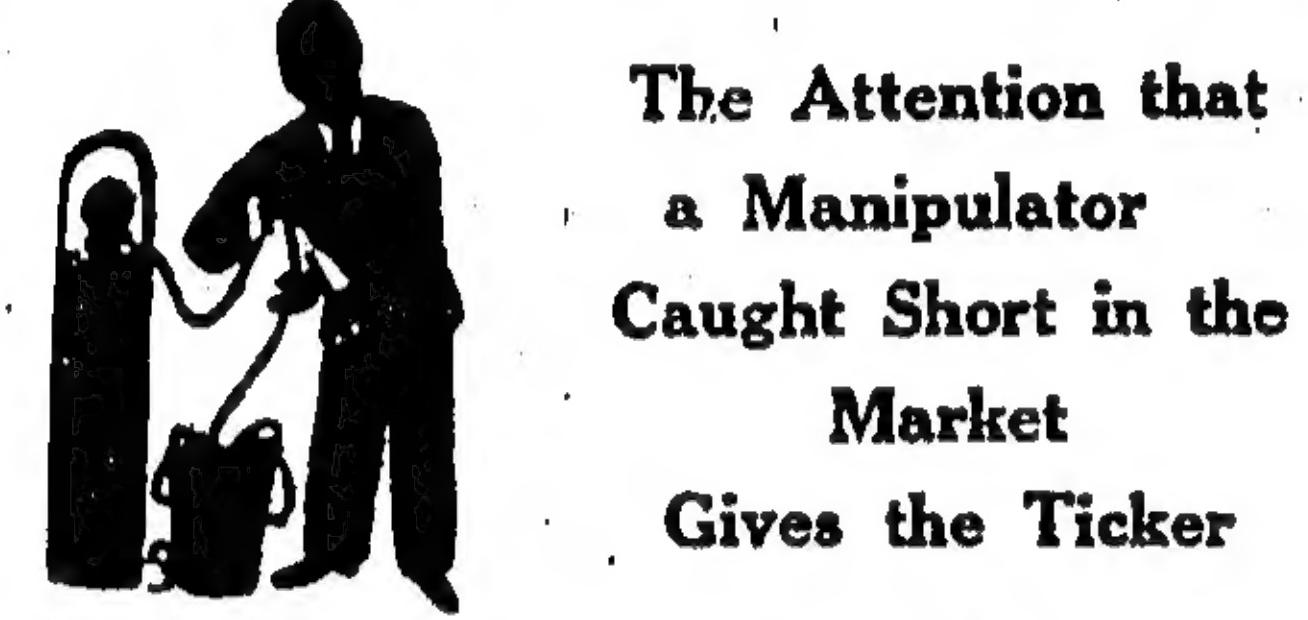
WITH ALL THE PEP
of a Jazz Band.



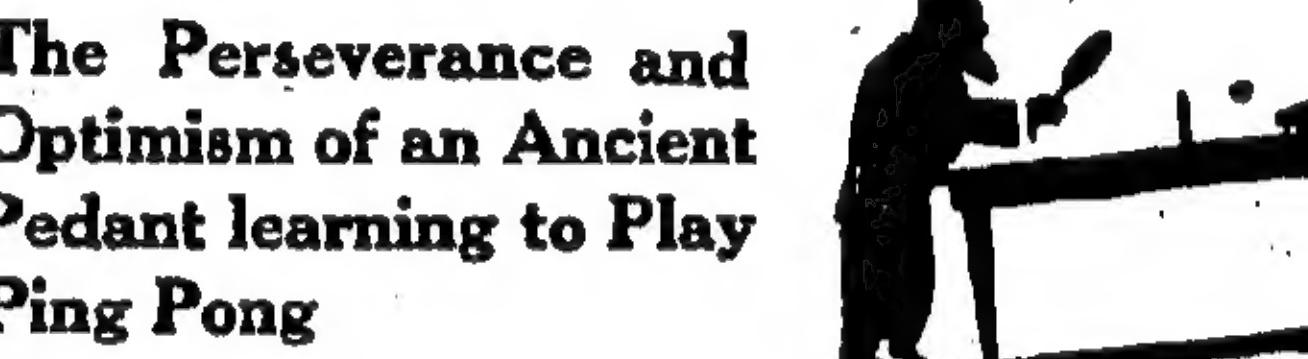
All the Poise
of a
Drum Major



The Assurance
of a
Radio Announcer.



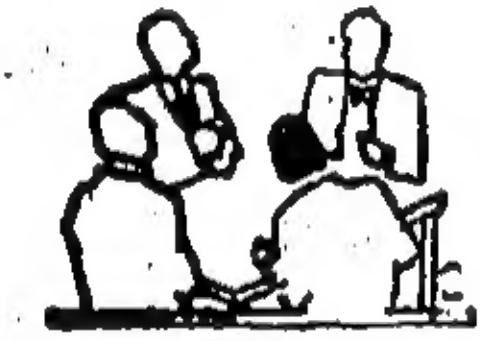
The Attention that
a Manipulator
Caught Short in the
Market
Gives the Ticker



The Perseverance and
Optimism of an Ancient
Pedant learning to Play
Ping Pong

and the Pride with which a
Bride Ties, Her New Hubby's
Tie.

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Dollar's worth.



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Good.

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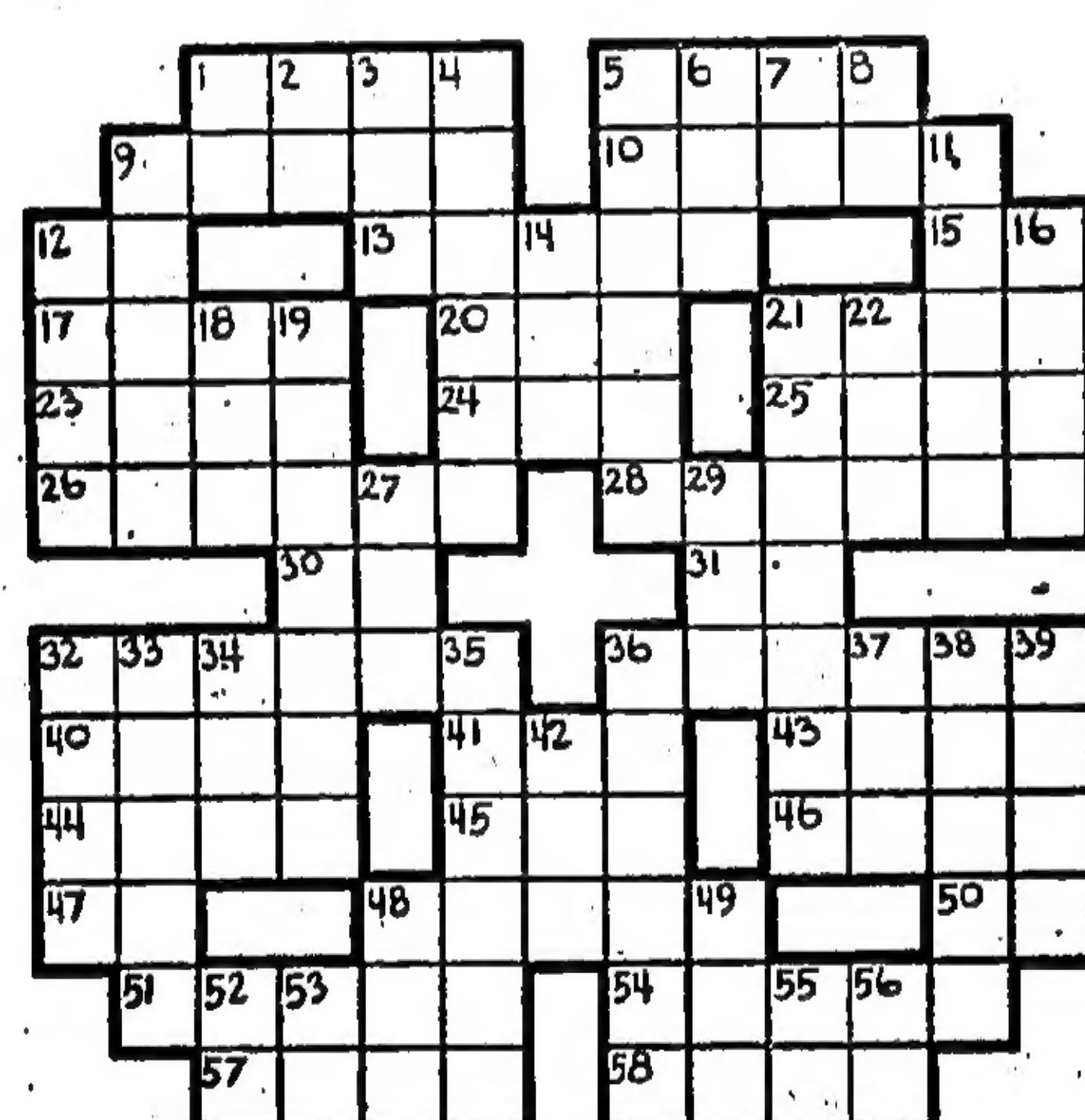
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as *harbor*, *plow*, and *alio*.)



- HORIZONTAL**
- To separate into grades.
 - Slide
 - Imp (Arabian Nights)
 - Substance used in developing negative
 - Exist
 - Volcano on island of
 - Prisoner's measure
 - Perfection
 - Religion (abbr.)
 - A dark-skinned foreigner
 - Pelt
 - House pat
 - River in Tyrol and Bavaria
 - Console
 - Marsh
 - Company (abbr.)
 - Men's number
 - Wind
 - An igneous rock
 - At or to the side
 - Goddess of mischief (Gr. Myth.)
 - Vault
 - Stead (amplified spelling)
- VERTICAL**
- An anarchist
 - Aphetic form of arrar
 - Kraze (abbr.)
 - Sign as correct
 - Humble
 - A unit of weight for game
 - Molt
 - Part of leg
 - Prefix: Apart
 - Ahead
 - Tear
 - A large cask
 - A food fish (pl.)
 - Confederate general
 - Pronoun
 - A river in N. Italy
 - A word having toes with adhesive disks
 - Light and fine, as a line
 - Lowest tone of a male voice
 - A grassy meadow
 - Greater in number
 - Unit of length in measuring diameter of wire
 - Musical note
 - One (boot)

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION

ZILED	AIISLE
ERATE	ANGLE V
RACCOON	ELATE
THE	NEBRASKA
MUSH	SEEDING
LODE	SHIN
LEEDS	DIMSY
CIST	LEG
THE	RENDACE
SILUTE	WICKI
PIRES	ALIGHT
SENGER	FAIRE
STICED	GNODAL

STANDARD TIMES

Sunrise And Sunset In Colony

Sunrise and sunset in Hong Kong for December (Standard time of the 120th Meridian, East of Greenwich), are as follow:

December	a.m.	p.m.
12	6.53	5.40
13	6.54	5.40
14	6.54	5.41
15	6.55	5.41

THE MAN WITH THE SCALPEL

The Art Of Surgery - Ancient And Modern

EVIL SPIRITS

Why The Heart Of King Pharaoh Hardened

OPERATIONS DESCRIBED

Lord Moynihan, president of the Royal College of Surgeons, who lectured at Leeds on "Surgery, ancient and modern," showed some remarkable photographic slides of the results of surgical operations performed a thousand years before Christ and of the actual anatomical remains of the Pharaoh of Moses's time, and also of Napoleon.

WELL-PRESERVED HEART

Perhaps the most interesting or five holes were sometimes found, and in one skull found in that which afflicted the Pharaoh of the Oppression. The large vessel springing from the heart of this monarch was found in such a well-preserved state that Mr. S. G. Shattuck, of the Royal College of Surgeons, was able to take sections of it and compare them with those taken from man recently dead. The two sections were seen side by side on a lantern slide, and no pathologist could tell him which was the ancient and which the modern vessel. Both were attacked by the disease atherosoma, a condition in which calcium salts are deposited in the walls of the vessel, making it rigid and inelastic. The vessel did not expand adequately to the stream of blood coming from the heart.

High Blood Pressure

Blood pressure was therefore high, and the vessel was apt to give way, forming an aneurism or if the ruptured vessel was in the brain, a "stroke." Mental changes went with that rigid arterial system. There was a narrowness and rigidity of outlook, loss of enthusiasm, or dread of new adventure and restriction in all enterprise. They had the clearest proof that those mental defects were not lacking in Mer-En-Phah, for the Book of Exodus, chapter IX, verse 12, said:

And the Lord hardened the heart of Pharaoh and he hearkened not unto them.

Survival of Viscera

It is interesting (said Lord Moynihan) to have an ocular demonstration of the truth of the Old Testament. The preservation of specimens illustrated by this survival of the viscera of Pharaoh is always interesting and sometimes very informing.

A portion of the viscera of Napoleon the First is in our museum of the Royal College of Surgeons. Certain little tumours found on the intestine were believed at the time of Napoleon's death to be cancerous. A re-examination of them by Sir Arthur Keith shows that the tumours are not malignant but are similar to, perhaps identical with, those found in the case of "Malta fever."

Old Disease Rampant

Another disease found in Egypt was infantile palsy, with which we were unhappy made very familiar once again in an epidemic of only two years ago.

The earliest operation known was practised for the relief of the malady of the possession of evil spirits. Holes were made in the skull to permit of the escape of the spirits. Sometimes one opening sufficed, but two, three, four,

"OPEN HOUSE IN FLANDERS"

KING'S INQUIRY OF 'MOTHER OF THE BRITISH ARMY'

WAR MEMORIES

Innumerable British soldiers who fought in the war met the Baroness Ernest, de la Grange, owner of the famous old chateau, La Motte au Bois, who was better known to those who served in the Messines sector of Flanders as the "Mother of the British Army." Her reminiscences, published under the title of "Open House in Flanders," will come as a reminder that there was sometimes a lighter side to the war, at least on the Lines of Communication.

Not that the chateau was always behind the lines. Early in October, 1914, it was in danger from marauding Uhlans, and when these were driven back the chateau became the headquarters of successive staffs of British Generals. Then came the German offensive of 1918, and the chateau, situated in the Forest of Nieppe, midway between Mervillers and Hazebrouck, came in for heavy damage from close-range artillery fire.

The book, with its chat about the billeted staffs, the inroads made by baggage, horses, and engineers on the lawns and in the gardens, and the hysterics of French domestics at the wholesale methods of the orderlies, makes it as fascinating to read as a novel by Maurois.

Visit from the King

"I am already beginning to have domestic worries," writes the Baroness in her diary. "My cook is frightfully bad-tempered.... She cannot endure the dirt and untidiness produced by Army orderlies and cooks in her hitherto spotless kitchen.... I act as buffer—a thankless job!"

On one occasion the cook had a row with the General's cook, and threw a pan of boiling water at him. "She seized the man by the throat and had nearly strangled him when the General and myself, attracted by the uproar, intervened, each striving to 'collect' our respective combatants."

These squabbles, however, sank into insignificance when the King, who visited the troops in 1914, called on the Baroness at the chateau. He delighted her by asking: "Madame, I hope you have no complaints against the British Army."

When she ventured to ask the King his opinion of the war, he replied, "with an energy which delighted me: 'My cousin Williams thinks he will win, but he won't. We shall conquer!'"

The book is translated from the unpublished French by Melanie Lind.

THE HONG KONG

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AND

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ASTOR HOUSE : PALACE HOTEL :
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COSY LOUNGES — FULLY LICENSED.
TIFFIN \$1.25 or a la carte
DINNER \$2.00

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Special Menus for Private Parties.

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K. FUJIYAMA

PHOTOGRAPHER.

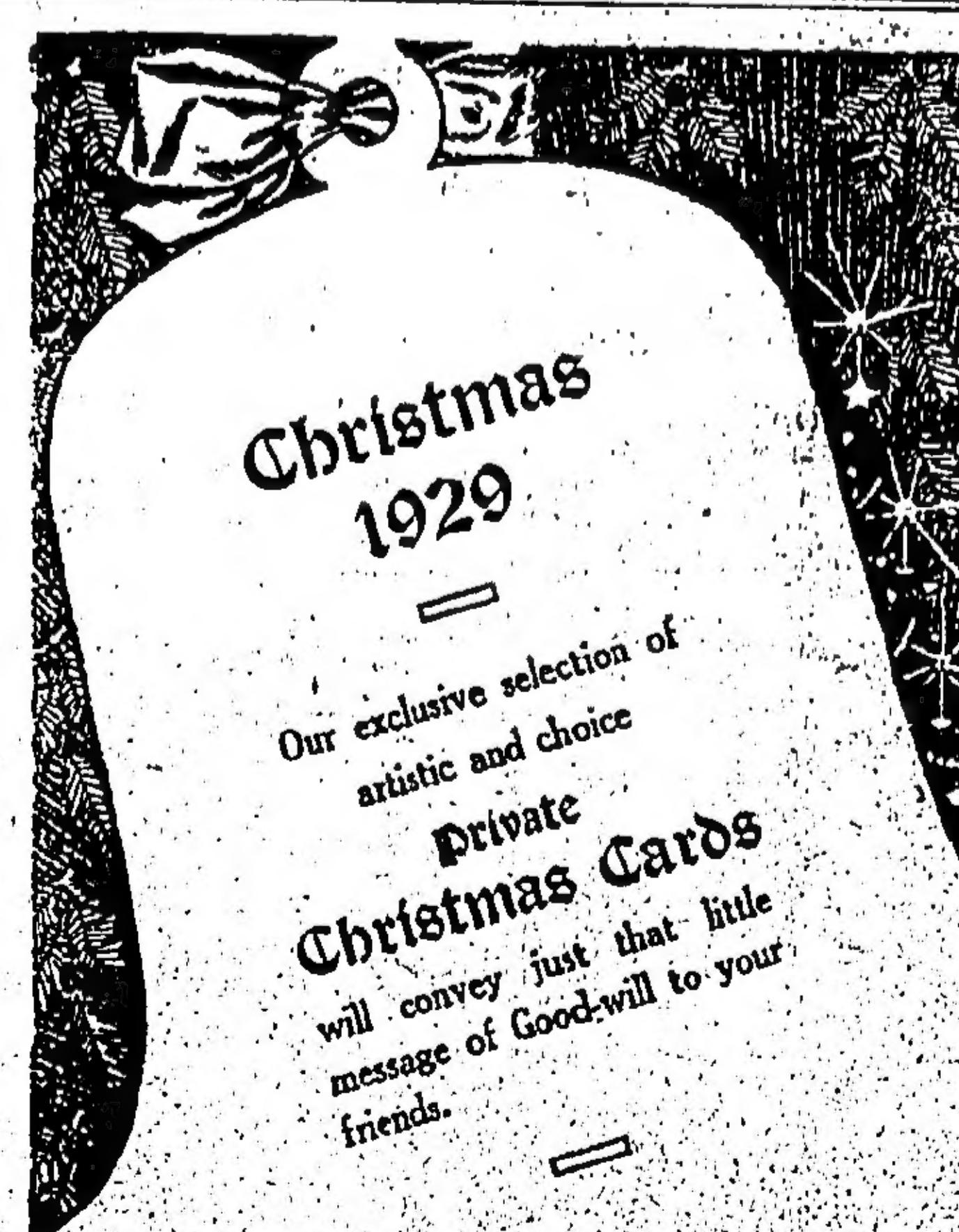
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It attracts attention by pleasant means giving a continuous and distinctive light.

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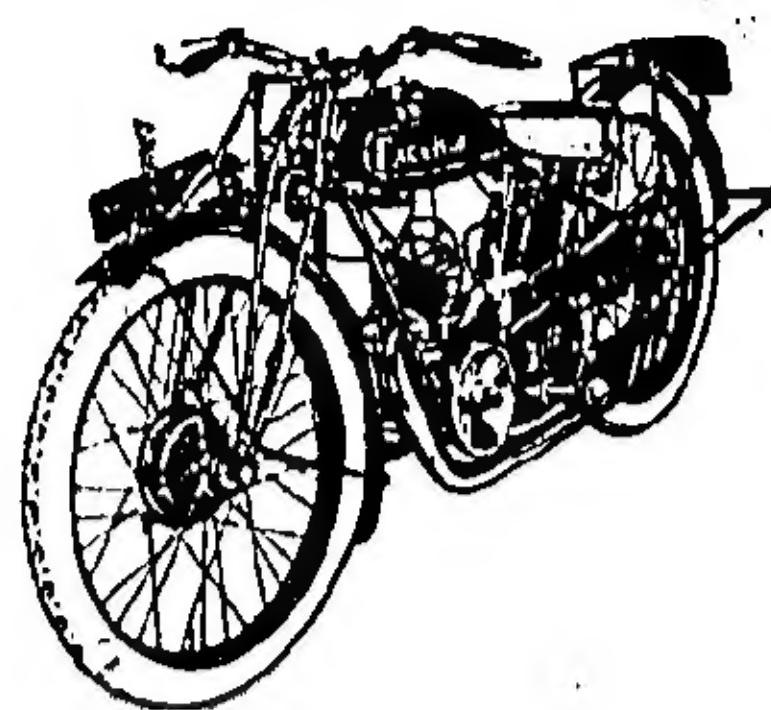
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THE MOTORISTS' PAGE.

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CHURCH ON WHEELS

Strange New Uses For Motor Cars

Two uncommon motor vehicles have just been completed to special order by British manufacturers. They are a travelling bathroom ordered by an Indian Prince, and a motor church, built to the specification of a Christian missionary society.

The mobile bathroom is built on a 30 cwt. chassis and the interior includes a porcelain lined bath, wash-hand basin, divan and dressing table, all of which are cleverly designed fit into the relatively small space available.

An ingenious apparatus, controlled by a thermostat, transfers the waste heat from the engine to the bath water system, ensuring a constant supply of hot water. Special springs and Dunlop pneumatic tyres are fitted to the vehicle to ensure smooth running over rough jungle tracks. The car is to be used in the Prince's hunting expeditions and is fitted with a special glass which permits a clear view from the interior without the occupant being visible from the outside.

The motor "church" is mounted upon a lorry chassis fitted with Dunlop tyres and it is equipped with an altar and reverend. The body is built so that it can be used as a pulpit and the vehicle was consecrated before it was put into service.

NEW MODELS

Designed For Universal Service

It is pleasing to note, says "The Commercial Motor," that some of the more far-seeing concerns are busily laying out their plans for new models so that they may be used in other lands without it being necessary to effect costly alterations. Obviously, it is not always feasible to alter existing designs to permit right or left-hand control being arranged at will to suit the legal requirements of the lands concerned. With new models, however, the circumstances are very different, and it is refreshing to find that many of our makers are giving practical effect to their realization of the urgency for machines which can be sold equally well at home and abroad.

At times we hear that British salesmanship is lackadaisical and the business men of other countries are quoted as ideals. It is therefore all the more encouraging to see that the coming overseas-sales campaign is being anticipated by those responsible for producing vehicles for immediate sale in this country.

NO SQUEAKS

Inter-Leaf Spring Lubrication

The best engineering minds on spring suspension and shock absorber control insist that all possible friction from within the leaves of the spring should be removed if the shock absorber is to be permitted to function as it should. Cars will ride better and longer life will result if proper inter-leaf spring lubrication is used.

While most motor car manufacturers apply grease to the springs, brushing it in by hand, considering it a very satisfactory method, the Pierce-Arrow Motor Car Company is interested in spring lubrication beyond the mere swabbing of the leaves. All Pierce-Arrow Straight Eights are equipped with spring covers which are packed with lubricating grease that will seep in between the leaves of the springs. The covers will also keep out water and

VERY POPULAR

Distinctive Lines Of Beauty

Coupled with the popular Willys-Knight "70-B," the new Willys-Knight Great Six line has struck the most popular public accord in Willys-Knight history. This is indicated by the continued wide acceptance of the "70-B" line which was introduced earlier in the year and the high sales volume for the new Great Six which made its debut but a short time ago.

The introduction of the new Great Six line, which is entirely different in appearance from any model heretofore presented by Willys-Overland, places the Toledo Company in a strategic position in the field of cars that range from \$1,000 to \$2,000. With the Willys-Knight "70-B" ranging upwards from \$1,045 and the new Great Six listed at \$1,805, the advantages of the Knight sleeve-valve type of engine are now available, not alone in the lower price brackets but in the quality car field as well.

Unusual attention has been centred in the new Great Six, not alone because of the distinctive individuality of design but because of the marked luxury and outstanding performance. Motor car designers have carefully studied the striking lines of the new Willys-Knight model and see in the design a higher order of beauty in the fine car field.

Marked interest also has been shown in the new treatment of the moulding on the Great Six models, which is outstanding as departure in motor car design. The moulding on the sides of the car, by means of a sweeping curve, is brought up to the centre of the cowl and then directly forward to a diminishing width at the radiator cap. This distinct feature permits the effective colour treatment employed.

PAINT AND CARS

Simple Time-Saving Device

The simplicity of many time-saving devices employed by Studebaker in the building of its motor cars is exemplified in the method used to paint engines.

Many important parts of an engine, such as the carburetor, generator, fuel pump, spark plugs, distributor, oil filter, starter motor, exhaust and intake manifolds, must not be touched by paint. Were it necessary for a workman to do the job by hand as to carefully exclude these parts, much time would be required for the work.

A simple and effective method of painting has been devised by Studebaker, which cuts the entire operation to less than 1½ minutes per engine.

As the engine leaves the motor assembly line, it is hooked to an overhead chain conveyor which transports it to the paint booth. Just before the engine enters the booth, attendants slip specially shaped metal hoods over the parts to be left unpainted, and as the engine slowly travels through the booth on its conveyor, a workman armed with a compressed air sprayer allows the paint spray to play over the entire engine. When the engine emerges from its enforced baptism, the metal hoods are removed, leaving the protected parts untouched by paint.

Hundreds of engines are painted in this manner every day at an enormous saving in time, which contributes to lowered manufacturing costs and enables Studebaker to sell quality cars at low prices.

other foreign substances that tend to cause rust and friction. By use of this method, the springs on all Pierce-Arrow Straight Eights are always well lubricated—free from squeaks and rattles and protected from the elements.

That, probably, represents the view taken of the question by the average designer.

On the other hand, according to the "Motor Cycling," more than one well-known motor cycle engineer is at present engaged upon the task of developing the front-drive model.

RESEARCH TO-DAY

Pool Results In The Motor Industry

Dealing with the need for pooling the resources of research and the interchange of technical knowledge, "The Motor" points out that many instances could be given to show the utter folly of individualism carried to excess in engineering. Car "A," for example, never has piston trouble and uses very little oil; car "B" requires new pistons every 10,000 miles and swallows oil wholesale.

Brakes constitute another example. On car "X" they are very efficient and light to control; on car "Y" they are inefficient and need a heavy foot pressure; on car "Z" again, they are efficient but tend to grab owing to a fierce servo action. These three cars have possessed these braking characteristics for the past four years, reappearing in model after model, and yet nothing seems to be learned from the experience of others.

There are many designers who seldom drive at all! Consequently it is not really surprising that they should show such a lack of appreciation of what their competitors are doing.

At the present time the only genuine pooling of experiences and research which occurs is effected at the meetings of the Institution of Automobile Engineers. Even here, however, there is sometimes a lamentable tendency on the part of speakers to withhold essential data. True, there is a Research Association, but this body has up to now received scanty support from the industry, only a few concerns subscribing to its upkeep.

"The Motor" suggests a thoroughly equipped research organization, supported by every British car manufacturer and run under the auspices of the Institution of Automobile Engineers; the technical knowledge gained in the researches undertaken could then appropriately be disseminated by papers presented at meetings of the Institution. Free discussions following such papers would no doubt provide further elucidation of the problems involved.

MOTOR CYCLES

Front or Back Wheel Drive?

The question of whether the motor cycle could be improved by driving it by means of the front wheel instead of the back is one that is not infrequently discussed by technicians.

It is, in fact, generally agreed that front-wheel drive would be advantageous for many conditions of service, notably for use in undeveloped countries where roads are practically non-existent, but it is apparently felt that the difficulties attendant upon conveying the drive to the front wheel in a reasonably efficient and inexpensive manner are so great as to make an experiment of this kind rather a gamble from the commercial point of view.

That, probably, represents the view taken of the question by the average designer.

On the other hand, according to the "Motor Cycling," more than one well-known motor cycle engineer is at present engaged upon the task of developing the front-drive model.

Lubricants, like men, stand or fall according to their own records. Successful performance over a period of years is the best assurance of satisfactory future performance. High-grade lubricants are their own best salesmen.

The easy-going promise-anything-but-never-mind-about-the-performance type of lubricant is the thing of the past.

Try the NEW MOBIL-OIL.

Mobil-oil

ONE-WAY LAWS

Traffic Difficulties in London

The "one-way" traffic laws in London seem still to be somewhat perplexing to the country motorist. A girl, driving her own car, caused considerable amusement in one of the busiest parts of London.

Not conversant with the rule of the road at a spot where several lines converged, she got hopelessly tied up through following the wrong stream of traffic, and, much against her will, found herself going round in a vicious circle from which it seemed impossible to extricate herself. Three times she found herself back in the same spot, and, being in a terrific hurry to keep a luncheon appointment, she seized an unlawful opportunity and—making a sudden "right turn," followed quickly in the wake of a taxicab which was going in her desired direction.

You, Too?

In a moment, however, her guide made an abrupt stop—obviously a traffic block—and the young motorist, her patience now at a low ebb, feverishly awaited with her hand upon the clutch—anxiously glancing at her wrist watch as the minutes went by and hopes of luncheon became dimmer.

At last, unable to bear it any longer, she sounded her horn—first almost apologetically and then in irate exasperation.

Obtaining no satisfactory results, she proceeded to send forth long, vicious blasts which ultimately aroused the languid attention of the taxicab-driver ahead of her. Turning his head lazily, he took in the situation at a glance, and, waving his arm towards the "block" ahead, observed: "Well, lady, have you joined the trade, too?"—at which she discovered that her small car was "waiting for a fare" at the rear of a taxicab rank.

A LUCKY MAN

Escape From Death In Air

There is no doubt that Commander Glen Kidston bears a charmed life. His escape from death in the air crash on November 8 follows only a few weeks after his going through a hedge at ninety miles an hour in the Ulster road race. He has had other smashups too.

The news of his escape will be greeted with delight by all the Bentley Boys, of which he is one of the leaders.

He was second in the Le Mans race and also second in the Dublin race, when he lost by 14 seconds. He has tremendous courage and his pit-work is remarkable and forcible. It appears he is short, dark, and broad.

Many Motor-cars

When he was in the Navy, where he had to serve a specified number of years in order to fulfil a clause in a will leaving him a large sum of money, he had more motor-cars than anyone in the Service. On one occasion when he was stationed at Malta an aircraft-carrier brought out three racing cars, an aeroplane, a motorboat, and a sports car for him.

Another lucky escape he had was when he bought the Fokker, out of which the late Captain Lowenstein fell in his fatal cross-Channel flight. He and one or two friends had intended to go big-game shooting with it. But they crashed it at Malta. At one time he commanded the biggest submarine in the Navy. He is a son of Lady Windham.

LINDBERGH

Turns Out A Racing Motorist

Colonel Charles A. Lindbergh has proved himself to be almost as much at home at great speed on the ground as in the air. Driving a Packard stock car at 112 miles an hour, he showed an aptitude that would make him one of America's greatest racing drivers if he were to take up this form of sport. Colonel Lindbergh's face was wreathed in smiles as he stepped from the car after completing half a dozen or more laps at top speed on the concrete track of the Packard proving ground near Detroit. It was the fastest he had ever ridden on the ground.

He was personally clocked by Mr. Alvan Macaulay, president of the Packard Motor Car Company, and showed, as usual, that he could travel at tremendous speeds with the utmost safety while he was in control at the wheel.

According to Mr. C. H. Vincent, who rode with him, Colonel Lindbergh is just as good as any of Packard's expert drivers. Mr. Vincent pointed out that he is a natural born driver of great ability, for he has all the qualities of an expert, plus proper judgment and caution. With a little more track practice and greater familiarity with racing practice, Colonel Lindbergh will be qualified to compete in any automobile racing contest.

USE THE FOOTPATH

Need Of Care By Pedestrians

Mr. J. C. Bate, the West Cheshire coroner, at a Wallasey inquest said:

I see there has been formed a society for the protection of pedestrians. My advice, as a coroner, is that the first thing they should do is to persuade pedestrians to use the footpath instead of the roads, and to look before crossing.

If that were done there would not be many accidents to pedestrians. Most accidents are due to pedestrians themselves.

Mr. Lyon Clark, the West Bromwich coroner, said at a road death inquest that he hoped the jury would not take the view that only one section of the community needs to take extra care. It was the duty of everybody to exercise care.

He thought it was unfortunate to find such an association as the Pedestrians' Association, as if the pedestrian had some independent legal or moral right to the road. What was wanted was an association of sensible people to take reasonable care.

ALL KIND OF CAR REPAIRS.

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Movie Star Favors Willys-Knight Coupe



Miss Hill, popular leading lady for Paramount, chose the powerful new Willys-Knight Great Six Coupe as the car best fitting her personality. "Beauty in operation." The coupe is built round a chassis of fine lines and striking color combination in blue and grey, appealed to Miss Hill's artistic sense, with the deep

USE OF HYDROMETER 6-CYLINDER ENGINE

Benefit Of Testing Car Battery

Sulphuric acid is much heavier than water, and so a solution of sulphuric acid and water (as the electrode) will be heavier than water, and the greater the proportion of acid to water the heavier will be the solution.

When the electrolyte is first poured into the battery much of the sulphuric acid will be absorbed by the plates, and so the electrolyte becomes lighter in weight, the proportion of acid to water becoming less. As the battery is charged, however, the sulphuric acid is thrown out of the plates and into the electrolyte again, thus making the electrolyte heavier. As the battery is discharged the acid will again be absorbed and the electrolyte becomes lighter.

Here then, is a way in which to see how well charged the battery is—namely, by weighing the electrolyte.

Weighing the Electrolyte

The best way to weigh the electrolyte is by means of a hydrometer. This is a glass tube made air-tight, having some lead shot as weight in the bottom and having a scale of numbers in the top.

The hydrometer is so weighted and proportioned that when placed in pure water it will sink to such a depth as to have the top of the water come to the 1,000-mark on the scale. The very top is the 1,000-mark of many hydrometers. If placed in a liquid heavier than water it will not sink so far, and the number to which the top of the liquid comes will give the weight of the liquid as compared to the weight of water. Thus, the liquid weighs 1.3 as much as water does.

So, then, to test a battery to see how the charge is, draw out some of the electrolyte and place it in a hydrometer. When the reading is:

1.275 to 1.300 battery is fully charged.

1.260 battery is 3/4 charged.

1.210 battery is 2/3 charged.

1.160 battery is 1/2 charged.

1.120 battery is discharged.

Product of Guy Motors, Ltd.

ACROSS THE VELDT
Test Of Transportation Tyres

Guy, Motors, Ltd., of Wolverhampton, have now produced a six-ton four-wheeler incorporating their latest type of six-cylinder engine. They have also produced a six-cylinder ten-tonner with side valves.

In addition their passenger models have been much improved. All are now equipped with a new and imposing radiator, and all the six-cylinder engines have a patent cylinder head which allows the compression ratio to be raised considerably, and increases the power output. The head is of aluminium and is very completely water jacketed. Aluminium pistons are also used.

The new FC type six-tonner has a straight frame and forward control. The six-cylinder engine produces over 105 brake-horse power, and the auxiliaries are gear driven. The engine single plate clutch and the four-speed gear-box are carried in the Guy patent sub-frame which is itself mounted at three points in the main frame.

Drive and torque are taken by the gears, while the rear axle is of the floating type with overhead worm gear.

The two new six-wheelers introduced by this firm are also on show at Olympia. These are a six-ton six-cylinder trolley and a 50-70 scuter double decker developing 105 h.p.

The advantages claimed for the six-wheeler vehicle are the halving of the rear axle weight, the reduction of reactive resistance, elimination of wheel spin and the material reduction of skidding.

Also it is possible to introduce a lower centre of gravity.

The whole point about the engine in both models is their extreme accessibility. The carburettor and magneto are placed in a particularly handy position, and apart from this the cylinder heads can be taken off in a few minutes without interfering with the valve gear.

The outstanding mechanical features include a seven bearing crank shaft, the Guy patent valve system with inclined valves and cylinder heads, and four-speed gear box, while another Guy patent is represented by a flexible sub-frame.

The controls are also interesting in so far as the steering is of the cam and roller type, and the foot and hand brakes operate on the rear wheels and a vacuum-servo motor assists the foot brake.

BRITISH RECORD

Largest Contract Ever Made

The motoring correspondent of the "Daily Mail" wrote on November 7:—I am able to reveal that on the eve of Commercial Motor Exhibition, which opens at Olympia, Kensington, W., to-day, a British firm had completed the largest contract ever made for the supply of commercial vehicles.

Morris Commercial Cars, Ltd., has contracted to supply commercial vehicles of its lighter types to the expedition's vocabulary.

Longevity

Mr. Johnson smilingly confessed to every known crime against the longevity of pneumatic tyres.

The one-ton American trucks usually carried a two-ton load, with half a dozen African porters piled on top. The drivers of the trucks were native blacks, who had never joined any societies for the prevention of cruelty to tyres. If the expedition had ever owned a tyre gauge, it was lost. The rubber side walls were torn off by chains and were not vulcanized. As for checking up the wheel alignments, even the terms of "camber," "caster," and "gathering" were outside the expedition's vocabulary.

Pig Holes

"Any road in America is a boulevard by comparison with the routes we followed in Africa," said Mr. Johnson. "Across the veldt, bumping over and into rock, strewn gullies or 'dondas,' up the 14,000 foot Ndoto mountains where no motor car had ever been before,

through rivers, into 'pig holes' and out again, we travelled. Exactly

how many miles we covered cannot even be estimated, but for twenty months out of the two and a half years these eight tyres have been on our trucks, we travelled between 35 and 150 miles daily, practically

all across the country."

After a few months in the States, Mr. and Mrs. Johnson returned to Africa, where for ten years they have spent most of their time.

A native of Independence, Kan., Mr. Johnson has virtually dedicated his life to studying and photographing the rapidly vanishing wild animals of Africa. Mr. and Mrs. Johnson have achieved international recognition for their African explorations, and are equally well known as authors and lecturers.

MOTOR COACHES

Great Advance At Olympia

Matched against the sure-footedness of African lions and elephants, Fisk transportation tyres have won a marathon contest staged by the Martin Johnson African expedition lasting the better part of two and a half years. The race was run over the boundless wilderness of British East Africa and southern Abyssinia, where Mr. and Mrs. Johnson successfully sought miles of motion picture film and thousands of photographs to add to their already vast collections in the American Museum of Natural History, New York City.

"The two Knight-motored trucks which we used to pursue African wild animals were equipped with Fisk transportation tyres," said Mr. Johnson. "We started out of Nairobi, in British East Africa, and for eleven months our expedition followed the trails of animals; through Tanganyika, to Lake Paradise, along the Abyssinian border, back to Nairobi, over to Uganda, down to Tanganyika again, and once more into Nairobi. In all this time we did not have a puncture."

"We started out again from Nairobi on the same eight tyres that had carried us through our preceding expedition. For nine months more we hunted new game pockets in Tanganyika, shooting lions, elephants, giraffes, and many other animals with our cameras. Still the Fisk tyres held up. Finally, near the conclusion of this second expedition, one of the eight tyres went flat and was replaced by a spare."

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The controls are also interesting in so far as the steering is of the cam and roller type, and the foot and hand brakes operate on the rear wheels and a vacuum-servo motor assists the foot brake.

Also it is possible to introduce a lower centre of gravity.

The whole point about the engine in both models is their extreme accessibility. The carburettor and magneto are placed in a particularly handy position, and apart from this the cylinder heads can be taken off in a few minutes without interfering with the valve gear.

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GROWTH OF MOToring

One of the outstanding economic facts of the trade depression period, he proceeded, was that when industry as a whole was having a thin time, there had been a rapid and continuous development in the manufacture and use of British commercial goods, vehicles, and the larger types of public service passenger carrying vehicles.

British had led the world in transport by sea and by rail; and we were now

making strides towards predominance in the air and on the road. British commercial vehicles were

second to none, according to calculations based upon actual ex-

perience and cold fact.

It would be bad day for British transpor

t when it was assumed that

there was inevitable and permanent

conflict between rail and road as

means of transport.

What we had got to do was to secure the use of

the best means of transport for the

purpose in hand.

Any Government who stood by and allowed the reck-

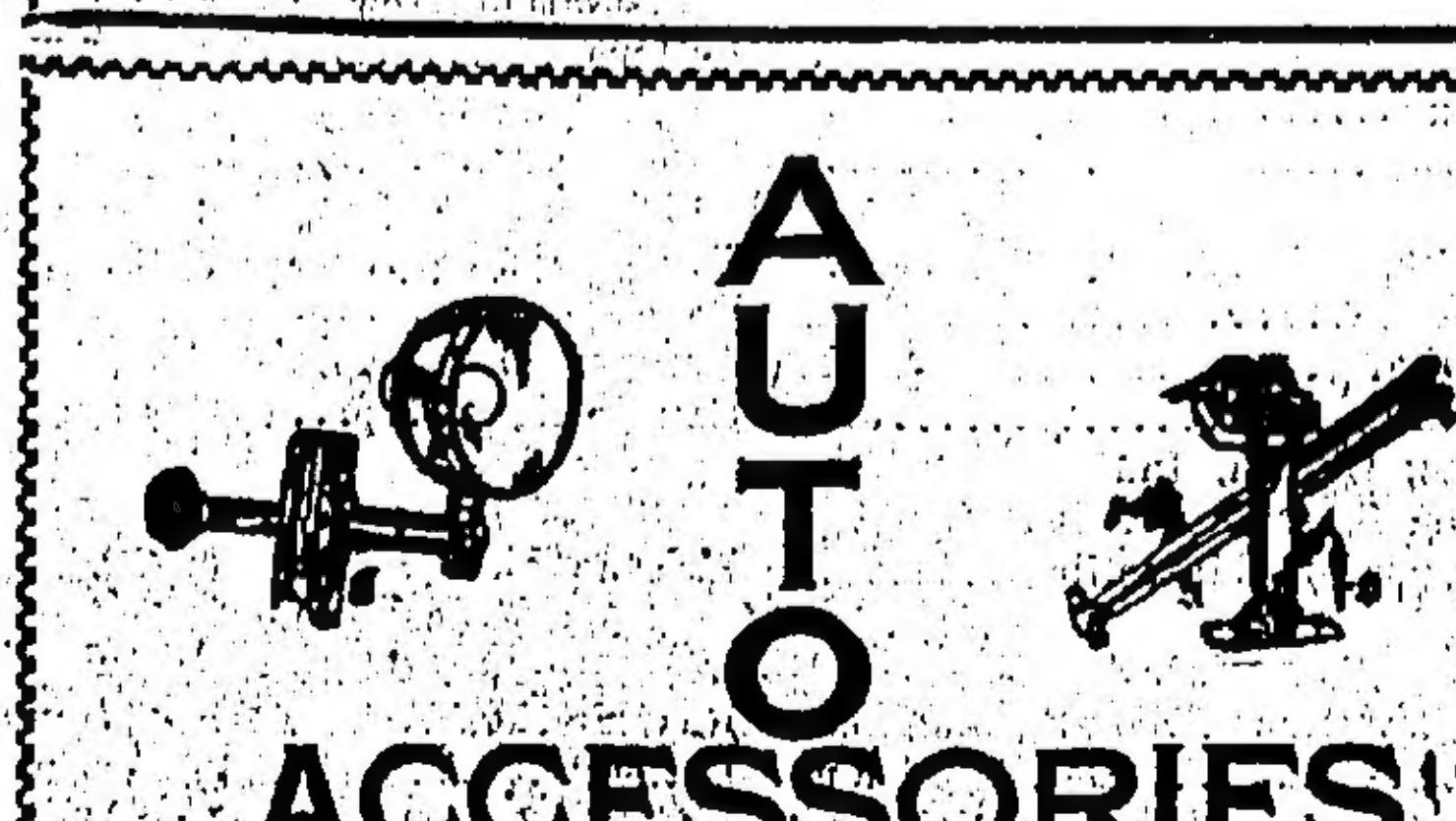
less building up of an excess pro-

vision of transport facilities would

be making trouble for labour, in-

dustry, and the taxpayer in the

future.



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etc., etc.

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etc., etc.

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The China Mail

Thursday, December 12, 1929.
Eleventh Moon, 12th Day.

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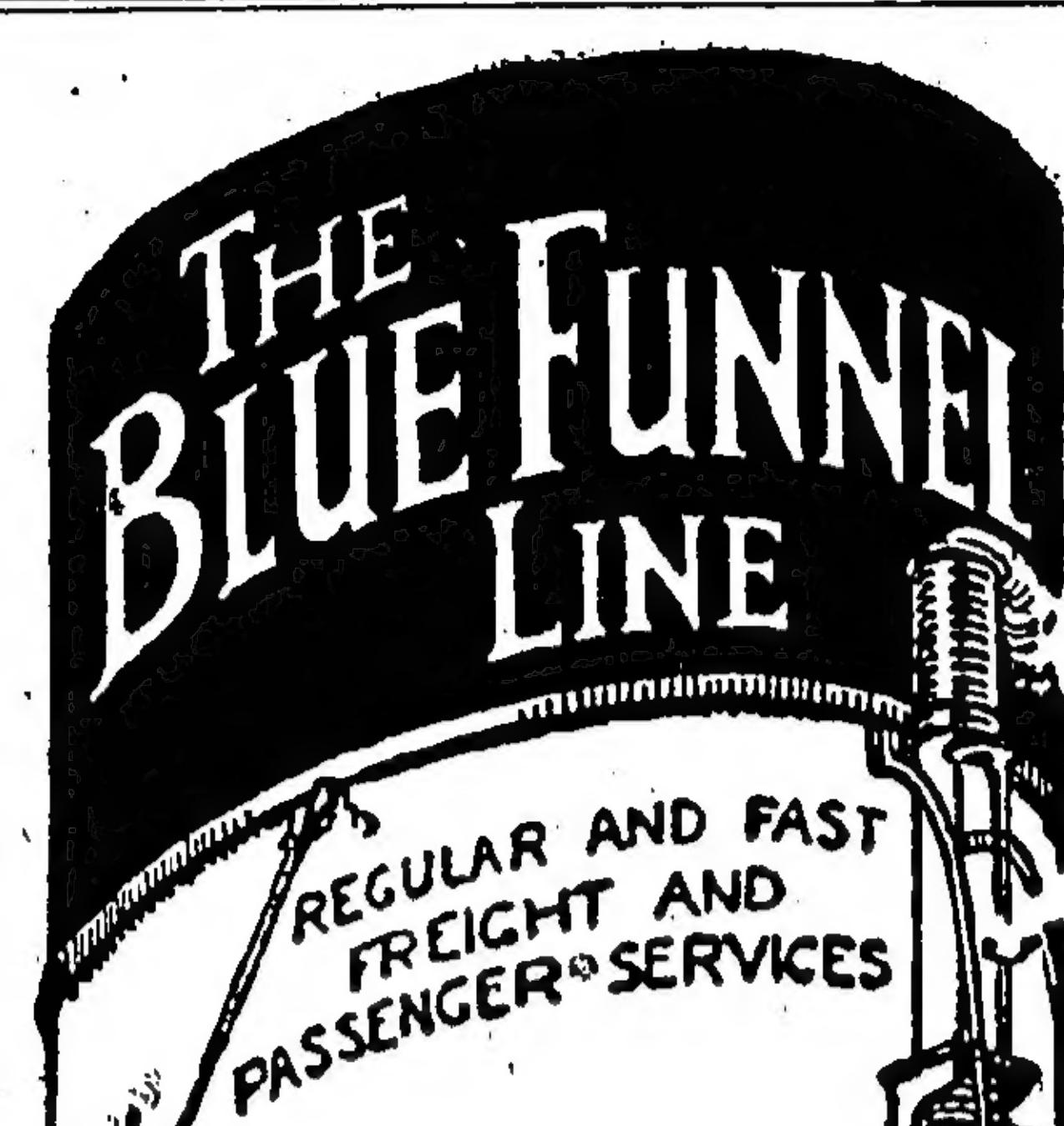
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"PATROCLUS" 24th Dec. M'Illes, London, R'dam & Glasgow
"DIOMED" 7th Jan. M'Illes, London, R'dam & Hamburg
↑ Sails at daylight.

LIVERPOOL SERVICE.

"CYCLOPS" 20th Dec. Genoa, Havre, Liverpool & Glasgow
"ANTILUCHUS" 29th Jan. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

via KOBE & YOKOHAMA.
"TRIUMPH" 14th Dec. Victoria, Vancouver & Seattle
"TALTHYBIUS" 31st Dec. Victoria, Vancouver & Seattle

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"BELLEROPHON" Dec. 23rd Dec. For S'hai, Moi, Kobe & Y'hama.
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"DEMODOGUS" 31st Jan. Shanghai & Tsin-tung

Also cargo steamers with limited passenger accommodation at specially reduced fares.
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POST OFFICE NOTICE.

RADIO NOTICES.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telephone addresses at the Office. No charge is made for this.

From 15th December to 5th January inclusive radiotelegrams containing Christmas and New Year Greetings will be accepted for transmission to Canada and the United States of America. For rates and other particulars apply to the Radiotelegraph Office.

INWARD MAILED

From	Per	THURSDAY, DECEMBER 12.
Shanghai and Amoy		Luchow
Amoy		Taklwa
Straits		Jeypore
Japan		Sydney Maru
Canada (Victoria, B.C., Nov. 23), U.S.A.		Empress of Asia
Japan and Shanghai		FRIDAY, DECEMBER 13.
Japan		Dakar Maru
Japan and Shanghai		Hakone Maru
SATURDAY, DECEMBER 14		Shantung
Shanghai and Swatow		Muroran Maru
Japan		Hongkeng

OUTWARD MAILED

For	Per	THURSDAY, DECEMBER 12.
Manila, Australia (except Thursday Island, Port Darwin and Cairns), and New Zealand via Brisbane		Empress of Asia .. 3.30 p.m.
Saigon		Sydney Maru
Swatow		(Due Brisbane, Dec. 27.)
FORT BAYARD		Registration, Dec. 12, 4.15 p.m.
Formosa		Letters .. 5 p.m.
Shanghai		Shun Chih .. 4.30 p.m.
Tourane		Kwonggang .. 5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles		Tai Pao Sek .. 12.30 p.m.
Hakone Maru		Bendoran .. 1.30 p.m.
(Due Marseilles, Jan. 12, 1930.)		Antenor .. 2.30 p.m.
K.P.O.		Chung-Kong .. 4.30 p.m.
Registration, Dec. 13, 4.30 p.m.		
Letters .. Dec. 14, 9 a.m.		
SATURDAY, DECEMBER 14		
Holloway, Pakhoi, Haiphong and Wuchow via Pakhoi		Chengtu .. 8.30 a.m.
Japan and Victoria, B.C.		Tauch .. 8.30 a.m.
Amoy		(Due Victoria, B.C., Jan. 8, 1930 and "Europe via Siberia")
Straits and Calcutta		Registration, Dec. 14, 9.45 a.m.
Amoy		Letters .. 10.30 a.m.
		Taklwa .. 1 p.m.
		Parcels .. 5 p.m.

Superior quality correspondence only.

CONVICTS MUTINY IN U.S. STATE PRISON

GOVERNOR & WARDERS HELD AS HOSTAGES

TROOPS RESTORE ORDER

Auburn, New York, Yesterday. A serious riot has broken out in Auburn State Prison. The convicts are reported to be in complete control, holding the Governor in hostage. Police, firemen and troops are rushing to the scene.

Later.

Three convicts and one warden have been killed and one warden wounded. The outbreak is one of the most desperate for many years. A gang of long term convicts mutinied and shot the head keeper and seized the Governor and seven warders as hostages, whom they threatened to shoot dead if they were not granted the freedom of the prison.

Telephone wires have been cut, so it is impossible to communicate with the outside world, but eventually hundreds of State troopers, police, and National Guardsmen, equipped with the full panoply of war, were brought up and quelled the outbreak after four hours desperate fighting.

This is the second outbreak at Auburn in six months. In the course of the mutiny last July four warders were shot and two convicts killed.—Reuter's American Service.

Twelve Dead

New York, To-day. It is officially estimated that twelve are dead in the prison mutiny, six of whom were killed by machine guns.—Reuter's American Service.

DRIZZLE OR MIST

To-day's weather report from the Royal Observatory states:—

A feeble anti-cyclone is central over the Sea of Japan and a shallow depression over S.W. China.

Moderate to light variable winds over the N. China Sea with coastal fog.

Forecast.—E. or variable winds, moderate to light, generally overcast; some drizzle or mist.

THE NAVAL BASE

NO NEW ORDER FOR STOPPAGE

BETTER OUTLOOK

AIR BASE AND DOCK NOT AFFEFFECTED

London, Yesterday. In the House of Commons to-day, answering questions, Mr. Tom Shaw stated that the War Office had followed the Government's policy and had been slowing down and suspending work on the Singapore

Degrees

Temperature, 10 a.m., to—	
day ..	67 ..
Temperature, 4 p.m.,	
yesterday ..	68 ..
Humidity, 10 a.m., to—	
day ..	88 ..
Humidity, 4 p.m., yes—	
terday ..	76 ..

Base. No new orders had been given, and the work was retarded or suspended where possible.

THE FLOATING DOCK

Mr. A. V. Alexander, First Lord, said that the new floating dock at Singapore base had been utilised. It was not proposed to move it to some other port during the suspension period. The decision to suspend work on the base did not involve any transfer or discharge or the disbandment of any personnel directly controlled by the admiralty. No notice of suspension had been given to the contractors, but the Admiralty had been communicating with them in regard to slowing down.

The decision to suspend work on the Singapore base did not involve the closing down of anti-Malaria measures in the neighbourhood of the base.

THE AIR BASE

London, Later. Mr. Mortague stated that so far £270,000 had been spent on the air base at Singapore. £300,000 was

PLOT TO SMUGGLE ARMS TO CHINA

BROKEN CASES BETRAYED GERMAN EX-OFFICERS

HEARD IN CAMERA

Berlin, Yesterday. Four merchants and two ex-officers are on trial in camera at Kiel on a charge of attempting to smuggle 8,000,000 rounds of ammunition into China in violation of the law prohibiting the export of war material. The case of ammunition, which came from the old Reichswehr stores, which were scrapped, were placed aboard a steamer at Kiel, marked "machinery." The plot was discovered owing to the case breaking and revealing its contents.—Reuter.

DOMINION STATUS

Rugby, Yesterday. In the House of Commons to-day the Under-Secretary for the Dominions, Mr. D. Lunn, was asked whether any change in the status of the Dominion High Commissioners in London was proposed. He assumed that the question related to the functions to be performed by the High Commissioners in relation to the Government here. This was a matter for each of the Dominion Governments concerned. His Majesty's Government in the United Kingdom were most willing to accord to the High Commissioners in this respect whatever position their Governments might desire they should occupy.—British Wireless Service.

required for the completion of facilities, providing they would serve not only local defence, but the maintenance of British air communications in the Far East, shore trade, and the repair of equipment of air units allocated to the naval forces in those waters. The strength of the air forces, which would be normally maintained at Singapore, as at present contemplated, would be one squadron of land machines and one squadron of flying boats, excluding any fleet air arm units which might occasionally be disembarked there. No change would be made as a result of the decision to suspend work on the Naval base.—Reuter.

After payment of a final dividend of 9 per cent, the surplus profits, including the amount brought forward from last year, will amount to about \$100,000.

A DRAMA OF THE FROZEN NORTH



SIN SISTER
AT THE STAR TO-DAY TO SATURDAY
At 5.30 & 9.20

HILARIOUS COMEDY-THRILLING DRAMA!

A PLOT THAT WILL KEEP YOU ON THE EDGE OF EXCITEMENT.

GLENN TRYON

The GATE CRASHER
AT THE WORLD TO-DAY TO SATURDAY
At 2.30 & 7.20 Interpreter
At 5.15 & 9.15 Full Orchestra

CHINA LIGHT AND POWER CO.

FINAL DIVIDEND OF NINE PER CENT.

SURPLUS PROFITS \$100,000

The Board of Directors of the China Light & Power Co. (1918) Ltd., have resolved to recommend at the annual meeting of the Company to be held on December 21, a final dividend of nine per cent in respect of the financial year ended September 30, 1929, making a total dividend for the year, including the interim dividend of 5 per cent declared last March, of fourteen per cent. A final dividend of 9 per cent will represent a return of 45 cents per share on the "Old Shares and 10.73 cents per share on the 1929-Issue Shares per share on July 5, 1929.

The auditors, Messrs. Price Waterhouse, Company, have been instructed to examine the position, and have now reported that the profits of the group in 1928, after payment of debenture and other interest, exceeded £3,400,000. The results of 1929 are expected to be very similar.

Reference is made to the ample provision in respect of depreciation, also the reserves, which exceed £7,000,000. A trade facilities loan of £2,550,000 to the R.M.S.P. Meat Transport, which the R.M.S.P. have guaranteed, is repayable in the autumn of 1930, and, as public attacks have at present rendered the issue impracticable, application is to be made for an extension of the period of repayment. Suspension of dividends, meanwhile, has been decided in order to conserve cash resources. There has recently been a very severe fall in R.M.S.P. stocks.—Reuter.



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MISS DAPHNE LEIGH

English Revue Artist. In favorite song numbers including 1. "The Breakaway" 2. "Sunny Boy" 3. "Good Little Dad Little You".

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